

Study Area D

Recommendations and Principal Reasons

Study Area D is located in central Miami-Dade County and is bounded by SW 8 Street on the north, State Road 821 (Homestead Extension of Florida's Turnpike) on the west, SW 72 Street on the south, and Old Cutler Road, the Biscayne Bay coastline, and SW 27 Avenue on the east. Two small-scale applications, Application Nos. 8 and 9, were filed in this study area to amend the Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
8	PMBC Homes at Gables edge LLC, Gilbert Pastoriza, Esq. South of SW 9 Street and west of SW 42 Avenue (1.2 Net Acres).	ADOPT PARCEL B (Small Scale)
	PARCEL A FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: BUSINESS AND OFFICE	
	PARCEL B FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/Ac.)	
9	Small-Scale Amendment Eduardo Reyes; Juan J. Mayol, Jr., Esq. From SW 38 Street to Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue (1.41 Net Acres).	ADOPT WITH CHANGE by deleting the northern 100 feet (Small Scale)
	FROM: BUSINESS AND OFFICE and LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: BUSINESS AND OFFICE	
	Small-Scale Amendment	

Application No. 8

Location: South of SW 9 Street and west of SW 42 Avenue (1.96 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

Parcel A

From: "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)

To: "Business and Office"

Parcel B

From: "Low Density Residential Communities" (2.5 to 6 DU/Gross Acre)

To: "Medium Density Residential" (13 to 25 DU/ Gross Acre)"

Note: the applicant reduced the Application area by letter dated August 2, 2005, to request only the redesignation of Parcel B.

Recommendation: ADOPT PARCEL B (as a Small-Scale Amendment)

Principal Reasons for Recommendation:

1. The Adopted Land Use Plan (LUP) map is a generalized plan with an adopted scale of one inch to a mile. The applicant requested "Business and Office" for Parcel A of the application. The Department in an interpretation letter has determined that Parcel A is designated as Business and Office. This size of the application site was reduced by the applicant with a letter submitted on August 2, 2005, that withdraws Parcel A from the application.
2. The Department supports this application because of the opportunity for infill and redevelopment that the amendment would provide in a pattern more appropriate and compatible with nearby adjacent land uses. The application site is currently vacant but it was formerly the site of a trailer park. The increased density would permit a greater number of people to walk to nearby businesses to satisfy daily necessities and have access to bus service, reducing the need for automobile travel. A Walgreen's Pharmacy is located to the northeast of Parcel B. Other businesses within walking distance include a day care facility, an animal clinic, auto repair, automotive sales, a motel, and liquor sales.

At the time of zoning, measures such as buffering, building setbacks and height restrictions should be considered to protect the single-family homes and duplexes to the east, west, and south that border the property between SW 42 and SW 43 Avenues.

3. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the Urban Development Boundary (UDB) is projected to be depleted in the year 2018, while within Study Area D it is expected to be depleted in 2014 for all types of residential development and 2019 for multi-family housing. The County has been placing greater emphasis on infill development and accommodating growth inside the existing UDB to reduce the need for expansion. Finally, the application site is located on the periphery of the section, and in accordance with the "Guidelines for Urban Form," higher densities are encouraged in such locations, with lower densities prescribed for the interior of sections.

4. The application site has access to bus transportation. Miami-Dade Transit Bus Routes 8 and J run past the site, and Bus Route 42 runs less than one-half mile east of the site. The bus routes provide access to the Douglas Road Metrorail station, the Opa-Locka Tri-Rail station, Miami Beach, downtown Miami, Florida International University, and Miami International Airport (MIA).

The application site is located approximately two miles south of MIA and the Miami Intermodal Center (MIC) that is to be located across NW 42 Avenue from MIA. The proposed Douglas Road Metrorail Extension, which consists of a 4.5-mile corridor connecting the Douglas Road Metrorail Station to the MIC, could be located in the vicinity of the application site. This Metrorail extension will be studied as part of the People's Transportation Plan Rapid Transit Improvements.

5. Except for schools, the site is adequately served by public services and has limited impact on environmental or historic resources. The development of this application site will have minimal impact on the already overcrowded conditions at the elementary and high schools serving this area. The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

Application No. 9

Location: From SW 38 Street to Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue (1.41 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

From: "Business and Office" and "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)

To: "Business and Office"

Recommendation: ADOPT WITH CHANGE (as a Small-Scale Amendment) by deleting the northern 100 feet

Principal Reasons for Recommendation:

1. The "Guidelines for Urban Form" in the CDMP recommends that only areas adjacent to the intersection of two section line roads should be designated as activity nodes, which shall be occupied by any non-residential component of a neighborhood including public and semi-public uses. These nodes could be designated, if warranted, for "Business and Office" uses. Usually the quadrants of these nodes are 10 acres in size, which reflect the typical size of a neighborhood shopping center.

The proposal is consistent with these guidelines. The property is located near the intersection of two section line roads, SW 87 Avenue and Bird Road. The application site will add to the northeast quadrant of SW 87 Avenue and Bird Road 1.41 acres to

approximately 8 acres that is occupied by an existing shopping center. Thus, nearly ten acres of land will be available for commercial uses in this quadrant.

2. The shopping center to the immediate west of the subject property with the Office Depot store was built in the 1960's with a landscaped buffer from 75 to 50 feet in width that extends along its entire northern boundary. This landscaped strip is identified by a roadway sign as a mini urban forest that is adopted by Everglades Elementary School. This landscaped area with the zoning of RU-1 (Single Family Residential, 7,500 sq. ft. lots) was developed to buffer the single-family housing in the Tropical Highlands Subdivision on the north side of SW 38 Street from the shopping center and to prevent commercial traffic from using that residential street. The single-family homes along the north side of SW 38 Street, built in the 1950's, are still in good condition. While the Department is supporting the requested redesignation to "Business and Office" for most of the subject property, the Department is recommending that the northern 100 feet be deleted from the application site to reflect the existing development trend along a residential roadway, SW 38 Street.

The application suggests that this narrow property with a width ranging from 98 to 103.5 feet would be developed with community-serving retail uses and a medium density liner (13 to 25 DU per gross acre) as a buffer along SW 38 Street. This is only a suggestion; the applicant has not at this time submitted a covenant restricting development to this proposal. Even if the entire application site were redesignated as the applicant requests to "Business and Office," the maximum residential density that could be permitted by the CDMP for a liner along SW 38 Street would be low medium (5 to 13 DU per gross acre). Verbally, the applicant's representative has indicated that the liner would be occupied by townhouses a low-medium density use. Maintaining a strip of land designated as Low Density Residential (2.5 to 6 DU per gross acre) would help insure that development opposite the single-family residences on the north side of SW 38 Street would be compatible.

3. A request, Hearing No. 79-9-CC-13, to rezone the entire application site to a business district, BU-1A (Limited Business), was denied in 1979 by the Board of County Commissioners. Both the Planning and Building and Zoning departments recommended denial of the zoning request. The concerns at that time included placing a commercial district with frontage along a residential roadway, providing adequate buffers for the adjacent bungalow court and single-family developments, and allowing commercial traffic access to a residential street. The Department still shares the concerns that the planners in 1979 had with commercial development of this narrow parcel. At the time of zoning, the developer will have to present a site plan that provides adequate buffering for the bungalow courts to the east. The developer should at the time of site planning work with the owner of the adjacent shopping center to address access and parking problems.
4. Additional business land will help alleviate effects of the depletion of vacant commercial land that is expected this year in Study Area D and Minor Statistical Area (MSA) 5.3. At the projected rate of absorption, the supply of commercially zoned and designated land will be depleted by the year 2012 in the study area and 2013 in the MSA. For the 1.5-

mile radius trade area surrounding the site, there were 3.7 acres of vacant commercial land in 2004, but Bird Road is lined on both sides with all manner of commercial activity. The study area is projected to have a sufficient supply of residential land through 2014, although the Business and Office designation could potentially permit an additional 8 housing units to be constructed than the currently configured designations of “Business and Office” and “ Low Density Residential. “

5. Except for sewer services, the site is adequately served by public services. According to Department of Environmental Resources Management (DERM), there is an 8-inch gravity sewer line abutting the rear of the property on SW 38 Street, which directs sewage flow to Pump Station 30-0757 that is under a Conditional Moratorium. In addition, there is an 8-inch force main running along Bird Road (SW 40 Street). The sanitary sewer system does not have adequate collection/transmission capacity for the proposed development if routed to the gravity system at the rear of the property.. However, the waste water system meets the county’s Level-of-Service standards with this development. The sewage plant serving this application site, the South District Treatment Plant, does have sufficient capacity.
6. The subject application site has limited impact on environmental or historic resources. DERM has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources. The subject property is located within the Alexander Orr, Snapper Creek and Southwest average day pumpage wellfield protection area. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.

Study Area D Description

Study Area D includes a substantially developed area of approximately 30 square miles in near southwestern Miami-Dade County. This study area is bounded generally by Tamiami Trail on the north, SW 27 Avenue on the east, Sunset Drive (SW 72 Street) on the south, and the Florida Turnpike Extension on the west. (See Figure D-1.)

Approximately 75 percent of the study area is unincorporated. The incorporated areas include West Miami, and portions of the cities of Coral Gables, South Miami and Miami. This Study Area is comprised of two minor statistical areas (MSAs 5.3 and 5.4) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of development in the vicinity of the land use plan map application addressed below.

Environmental Conditions and Considerations

All Miami-Dade County's major soil types except sandy soils are found in Study Area D. The major soil types are urban land complexes and tidal mucks and marls. In undeveloped parcels, rock outcrops and mucks exist mostly on the higher ground while marl soils are found in the former glades and along the Bay. Drainage of the soil types found in Study Area D ranges from very poor to moderate. The drainage characteristics of the soils found on the Application sites, however, are predominately moderate.

In Study Area D ground elevations on the coastal ridge exceed 15 feet above mean sea level, but east of Old Cutler Road the land elevation drops sharply to the edge of Biscayne Bay. Portions of the ridge that extend inland have elevations between 10 and 15 feet msl. Elevations farther west, in the former transverse glades, range between 5 and 10 feet msl.

A summary of the environmental conditions for the four applications located in Study Area A is presented in Table D-1.

Flood Protection

Study Area D is drained by the Coral Gables Waterway and the Snapper Creek Canal (C-2). Each of these canal basins contains some poorly drained areas. The older low-lying areas near the Coral Gables Waterway flood during heavy rainfalls. The 100-year flood zone includes the area east of Old Cutler Road and low-lying former glades near each of the canals.

Application Nos. 8 and 9 are located in C-3 Basin. Flood protection for these sites is available through the Tamiami (C-4) canal and the Coral Gables (C-3) canal. Neither of the application sites is located in a Hurricane Evacuation Area, and, both sites are located within Federal Flood Zone X (within the 100 year flood zone but inundated with less than one foot of water). Both sites shall be required to provide full on-site retention of the 5-year storm adequately designed exfiltration systems or a combination of exfiltration and dry detention. Storm water runoff must be fully contained on-site without adverse impact to adjacent properties.

Figure D-1
LOCATION: Study Area D (MSA's 5.3 & 5.4)

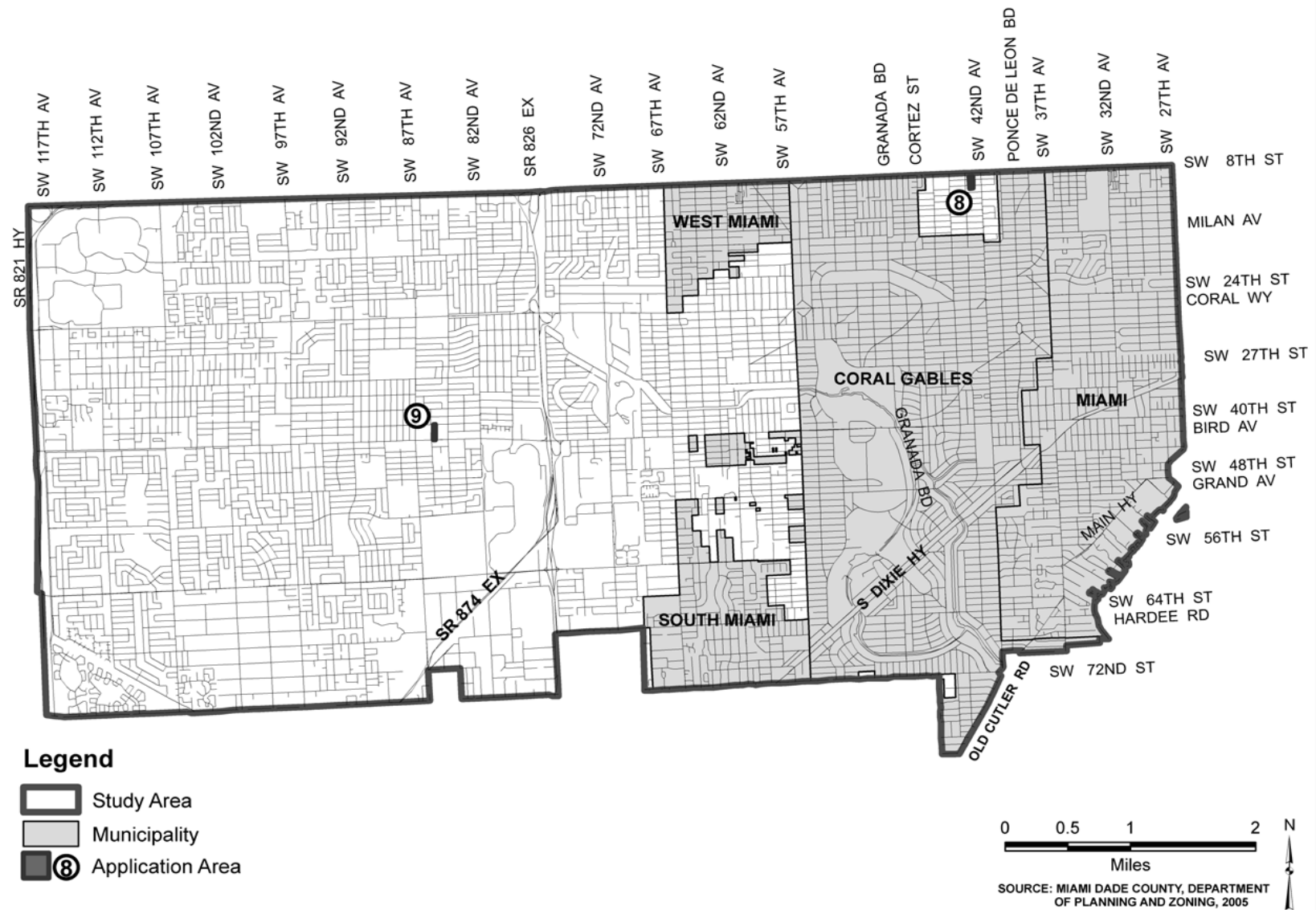


Table D-1
Environmental Conditions
Study Area D

	<u>Application Number</u>	
	8	9
<u>Flood Protection</u>		
County Flood Criteria (NGVD)	+7.1 feet	+7.1 feet
Stormwater Management	5-year storm	5-year storm
Drainage Basin	Area B	Area B
Federal Flood Zone	X	X
Hurricane Evacuation Zone	NO	NO
<u>Biological Conditions</u>		
Wetlands Permits Required	NO	NO
Native Wetland Communities	NO	NO
Natural Forest Communities	NO	NO
Endangered Species Habitat	NO	NO
<u>Other Considerations</u>		
	Contaminated Soil and Groundwater	Contaminated Soil and Groundwater
Within Wellfield Protection Area	NO	NO
Archaeological/Historical Resources	NO	NO

Source: Miami-Dade Department of Environmental Resources Management.
Miami-Dade Office of Community Development, Historic Preservation Division.
Miami-Dade Department of Planning and Zoning, 2000.

Wetlands

Applications Nos. 8 and No. 9 do not contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on this application site. However, the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may require permits for the proposed project. It is the applicant's responsibility to contact these agencies.

Forest Resources

Applications Nos. 8 and No. 9 contain specimen-sized (trunk diameter > 18 inches) trees. Section 24-49 of the Code requires the preservation of tree resources. Consequently, DERM will require the preservation of all the specimen-sized trees, as defined in the Code, on the site. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees. A tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Wellfield Protection

There are no wellfield protection issues to evaluate with respect to this application.

Historic Preservation Analysis

An assessment of the applications in this Study Area was conducted by the Office of Historic Preservation. Their review found that Application Nos. 8 and 9 have no archaeological or historical concerns.

Land Use Patterns Within Study Area D

The existing land use pattern in this study area is predominantly residential with supporting commercial activities. Residential areas include a range of housing types from single-family detached units to multifamily areas at medium and medium-high densities. Significant commercial areas include the Coral Gables and South Miami central business districts. Extensive commercial uses are also located along frontages of US 1, Tamiami Trail, and Bird Drive. Industrial areas exist west of US 1 in Coral Gables, and east of the Palmetto Expressway south of Coral Way and Bird Road. The major educational institutions located within the area are the University of Miami, and Florida International University. The Tamiami and Tropical Parks are major park facilities located in the area. A summary of existing land uses for the two application sites located in Study Area D is given in Table D-2.

Table D-2
Existing Land Uses Within and Adjacent to Application Area
Study Area D

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
8	Mobile Home Park	Vacant (BU-2)	Drug Store Residential	Single-Family Residential	FP&L Substation Residential
9	Vacant (BU-2; RU-3B)	Single-Family Residential	Duplex Residential	Retail	Shopping Center

Note: Zoning on vacant parcels is noted in parentheses ().

Future Land Use Patterns. The CDMP currently provides for the retention and infill of the existing residential areas. Most of the area is designated for Low Density Residential development in recognition of the numerous single family neighborhoods. Major commercial nodes are planned at Coral Gables and South Miami. Commercial development is planned for the eastern frontage of US 1, and along Tamiami Trail, Bird Road and parts of Coral Way, and at certain major intersections.

The adopted land use plan allows the continued infill of business and office uses along major roadway frontages where commercial development is already established, and intensification and mixing of uses through redevelopment at planned Urban Center locations, particularly along Metrorail. Downtown Coral Gables has been designated a Metropolitan Urban Center to promote intensification, mixing and integration of land uses.

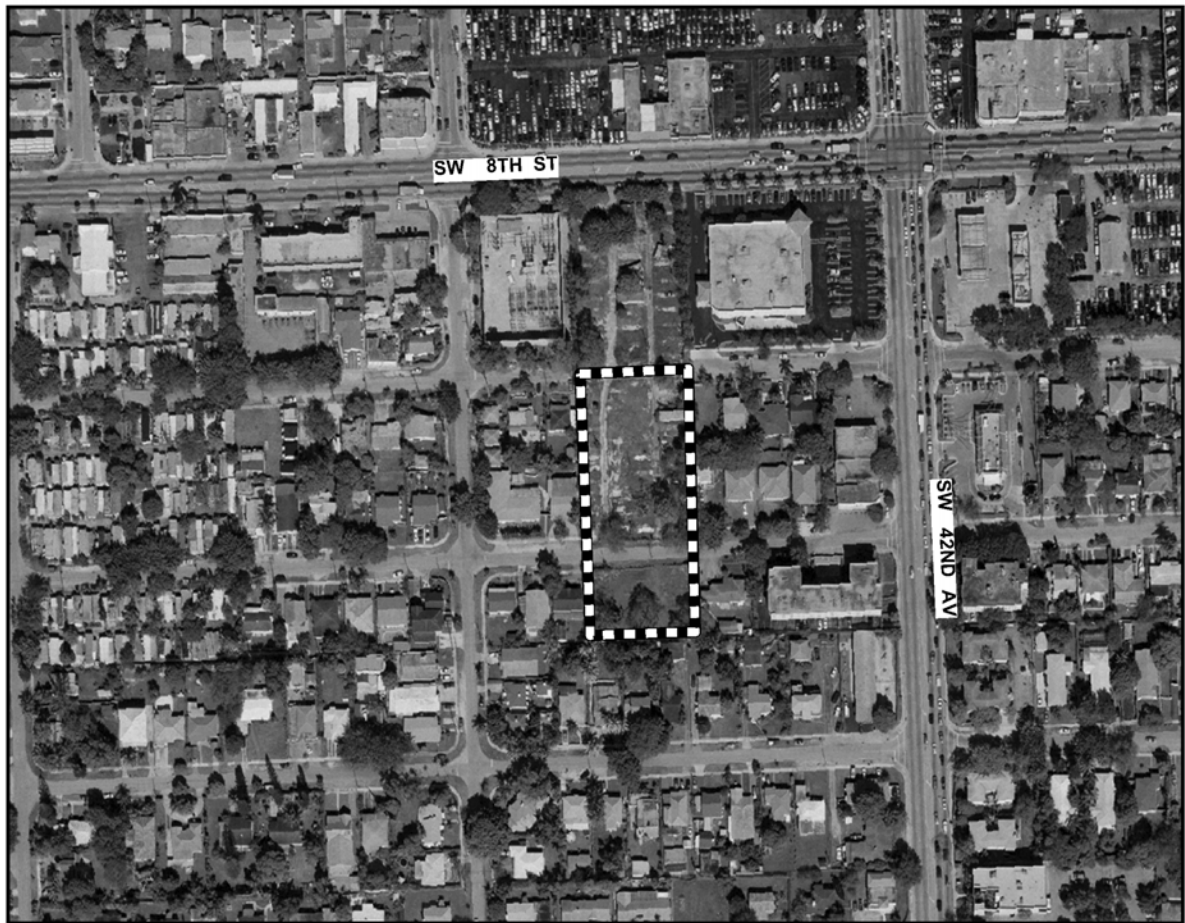
Application No. 8

The application area is located on the south side of Tamiami Trail (SW 8 Street) between SW 42 Avenue and SW 43 Avenue, and contains 2.14 acres.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures D-2, D-3 and D-4. The application area is currently occupied by a mobile home park. The site is bordered on the northeast by a Walgreens drug store, on the east and south by residential, on the northwest by a Florida Power and Light substation, and on the west by residential. The surrounding area is typically mixed commercial uses along the SW 8 Street frontage, and low-to-medium density residential uses in the interior blocks. The application site is zoned RU-3B “Bungalow Court” district and RU-2 “Two Family Residence” district. The north portion of the property, which fronts on SW 8 Street and is not part of the Application, is zoned BU-2, “Special Business” district, and is currently vacant.

Future Development Patterns. The portion of the property fronting on SW 8 Street and extending 100’ southward is designated as “Business and Office” on the CDMP Land Use Plan, and is not a part of this Application request. The balance of the property is designated “Low Density Residential”, and the Applicant is proposing to change this designation by extending the existing “Business and Office” designation southward to apply to the rest of the property. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure D-5.

Figure D-2
AERIAL PHOTO: APPLICATION NO. 8



2005 AERIAL

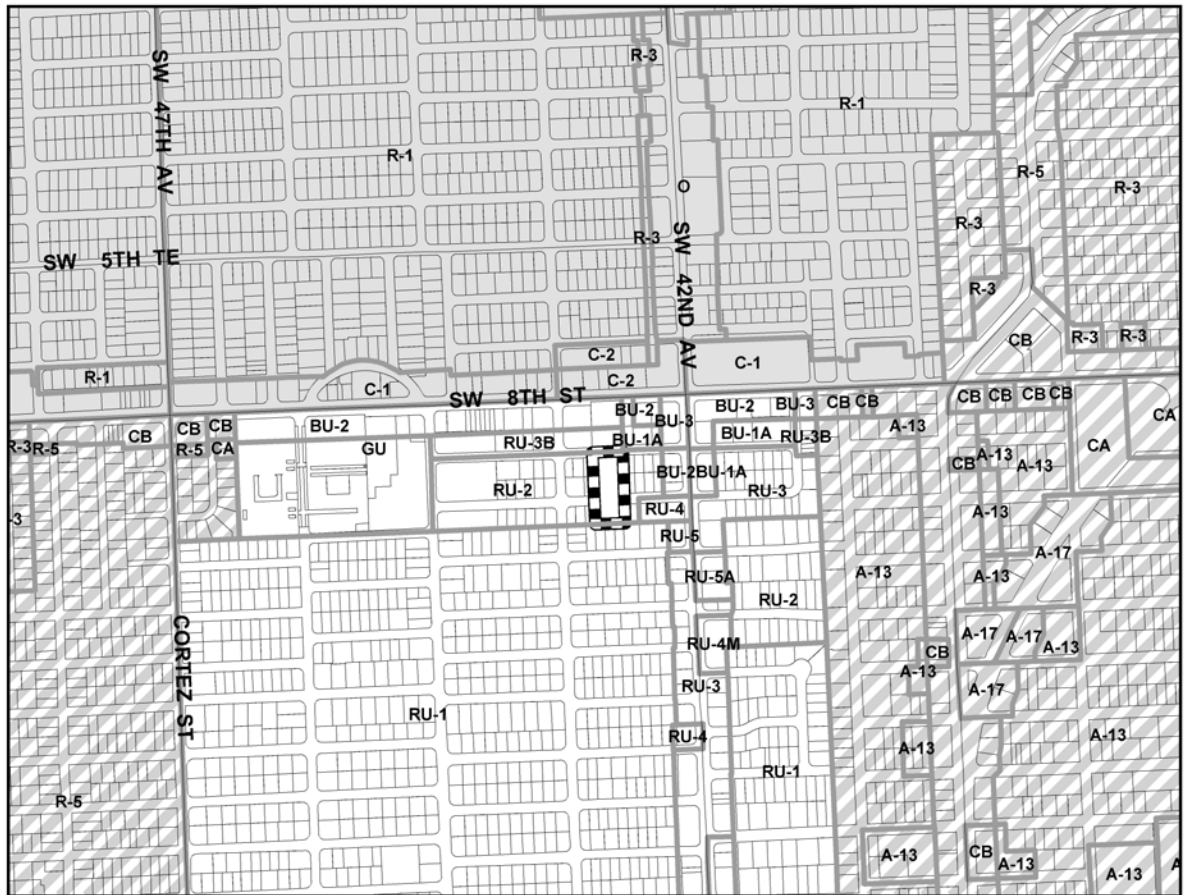
 APPLICATION AREA

0 0.04 0.08
Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure D-3
APPLICATION NO. 8
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CORAL GABLES

CITY OF MIAMI

MIAMI-DADE ZONING DISTRICTS

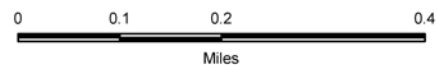
GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT. NET
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5	SEMI-PROFESSIONAL OFFICES & APARTMENTS
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

CORAL GABLES ZONING DISTRICTS

R-3	SINGLE-FAMILY 1,027 SQ FT MINIMUM BUILDING FLOOR AREA
R-5	SINGLE-FAMILY 1,409 SQ FT MINIMUM BUILDING FLOOR AREA
A-13	APARTMENT USE DISTRICTS 2,427 SQ FT MINIMUM BUILDING FLOOR AREA
A-17	APARTMENT USE DISTRICTS 3,409 SQ FT MINIMUM BUILDING FLOOR AREA
CA	LOW-INTENSITY COMMERCIAL AND MIXED-USES.
CB	MEDIUM INTENSITY COMMERCIAL-USES AND MIXED-USES

CITY OF MIAMI ZONING DISTRICTS

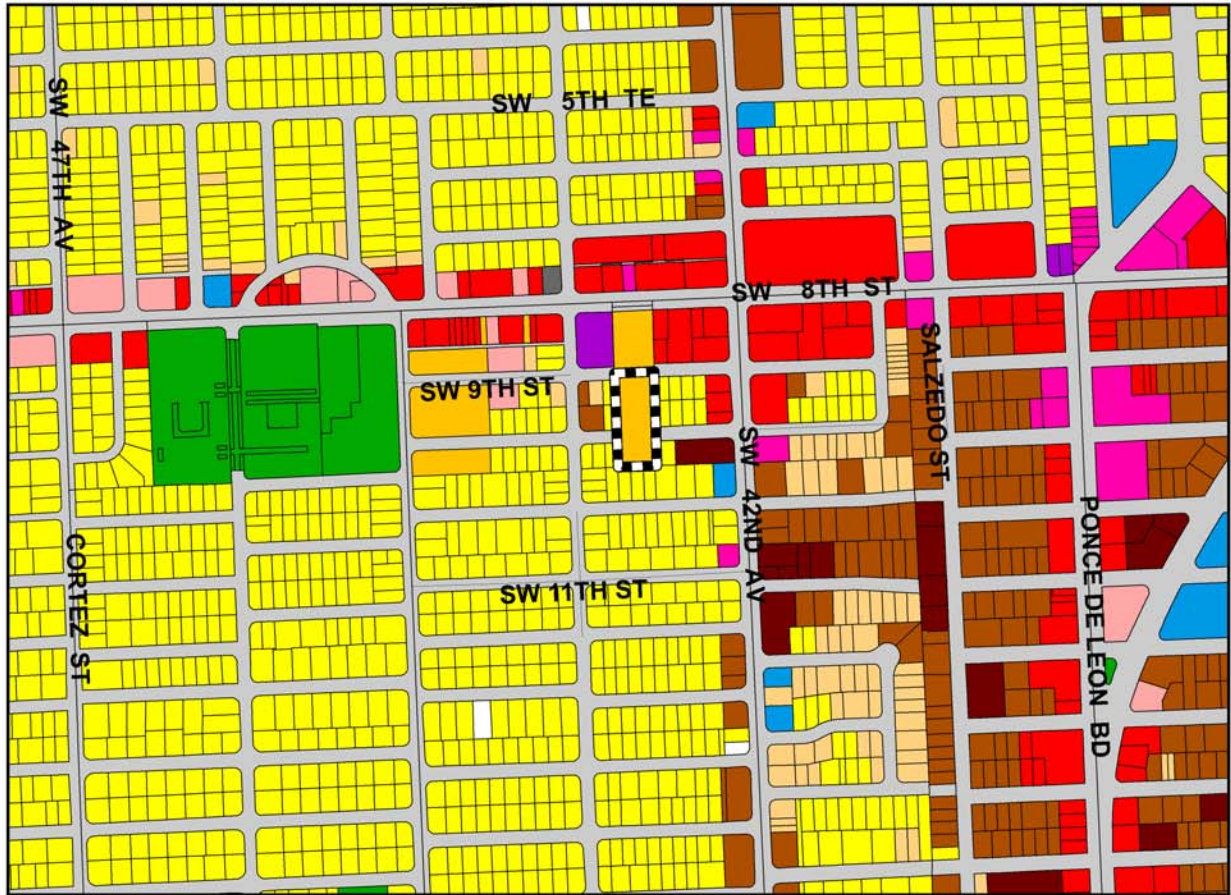
R-1	SINGLE-FAMILY RESIDENTIAL
O	OFFICE
G/I	GOVERNMENT AND INSTITUTIONAL
C-1	RESTRICTED COMMERCIAL
C-2	LIBERAL COMMERCIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure D-4
APPLICATION NO. 8
EXISTING LAND USE MAP



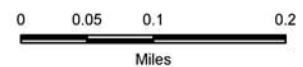
APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

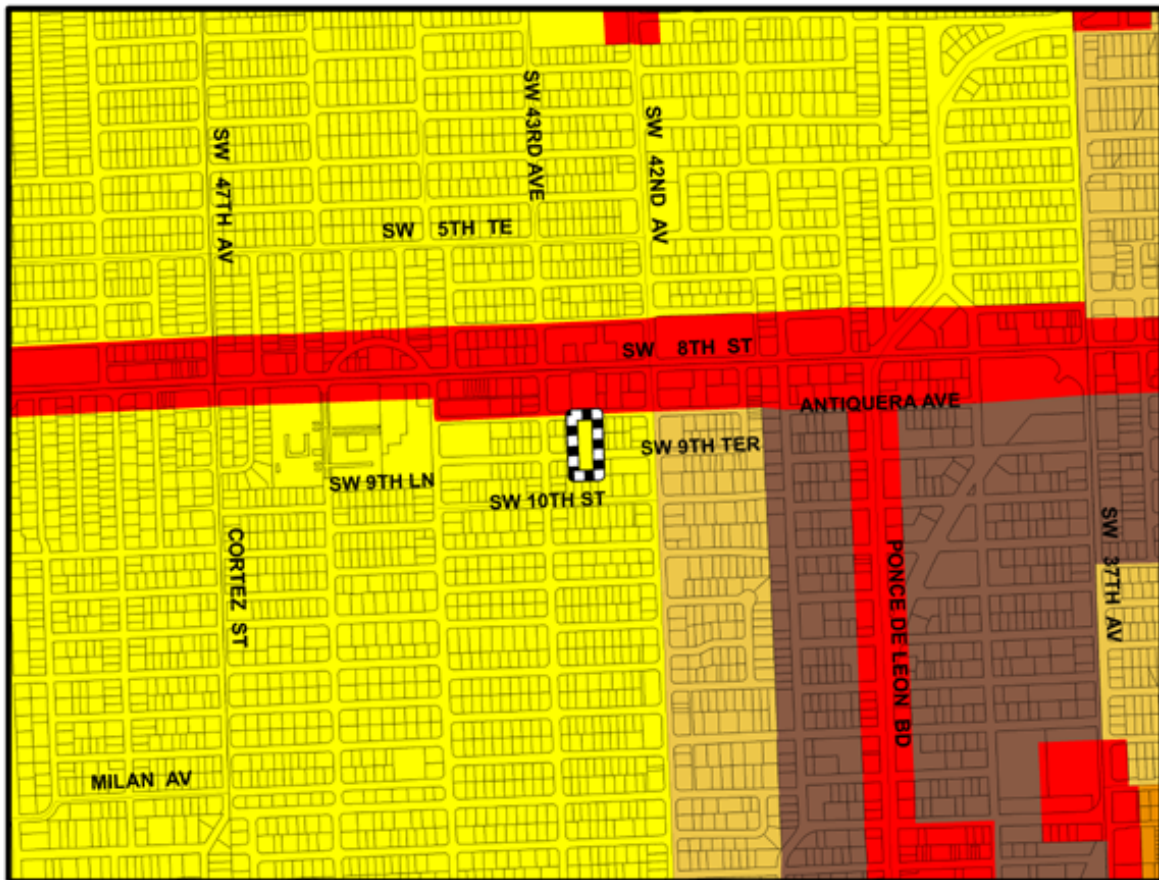
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure D-5
APPLICATION NO. 8
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC

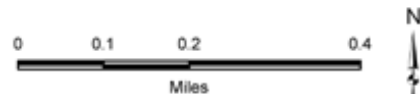


MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) 25-60 DU/AC



BUSINESS AND OFFICE

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005

Application No. 9

The application area is located on the north side of Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue, and contains 1.41 acres.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures D-6, D-7 and D-8. The application area is currently vacant land. The site is bordered on the west by a small shopping center, on the north by single-family residential, on the east by duplex residential, and on the south, retail uses on the south side of Bird road. A landscape buffer varying in width from 50' to 75' is located along the north edge of the shopping center property, between it and SW 38 Street. This buffer is zoned RU-1 and is maintained as a "Mini Urban Forest" by the Everglades Elementary School.

Future Development Patterns. The southern portion of the property fronting on SW 40 Street is designated as "Business and Office" on the CDMP Land Use Plan. The balance of the property is designated "Low Density Residential", and the Applicant is proposing to change this designation by extending the existing "Business and Office" designation northward to apply to the rest of the property. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure D-9.

Figure D-6
AERIAL PHOTO: APPLICATION NO. 9



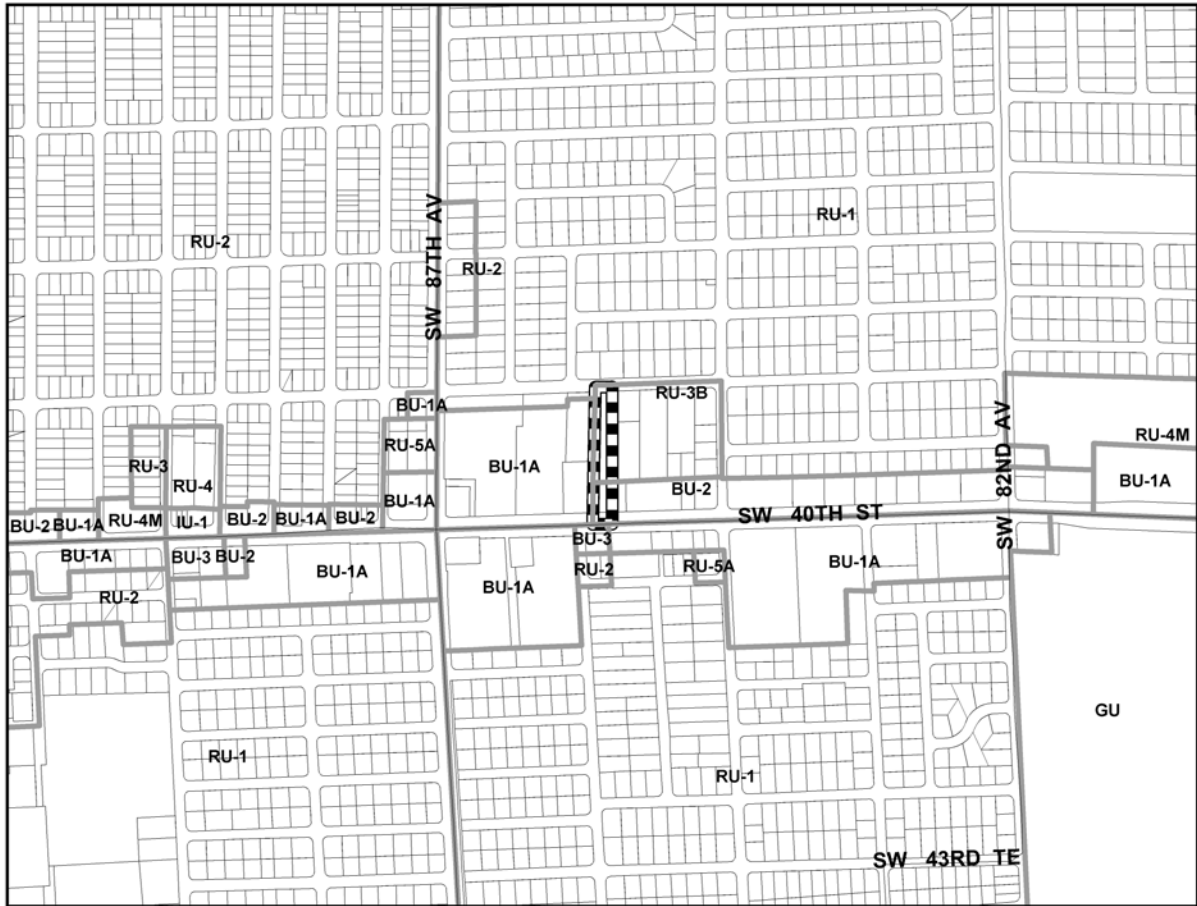
APPLICATION AREA

0 0.1 0.2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



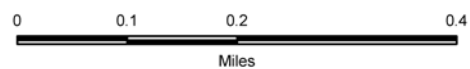
Figure D-7
APPLICATION NO. 9
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

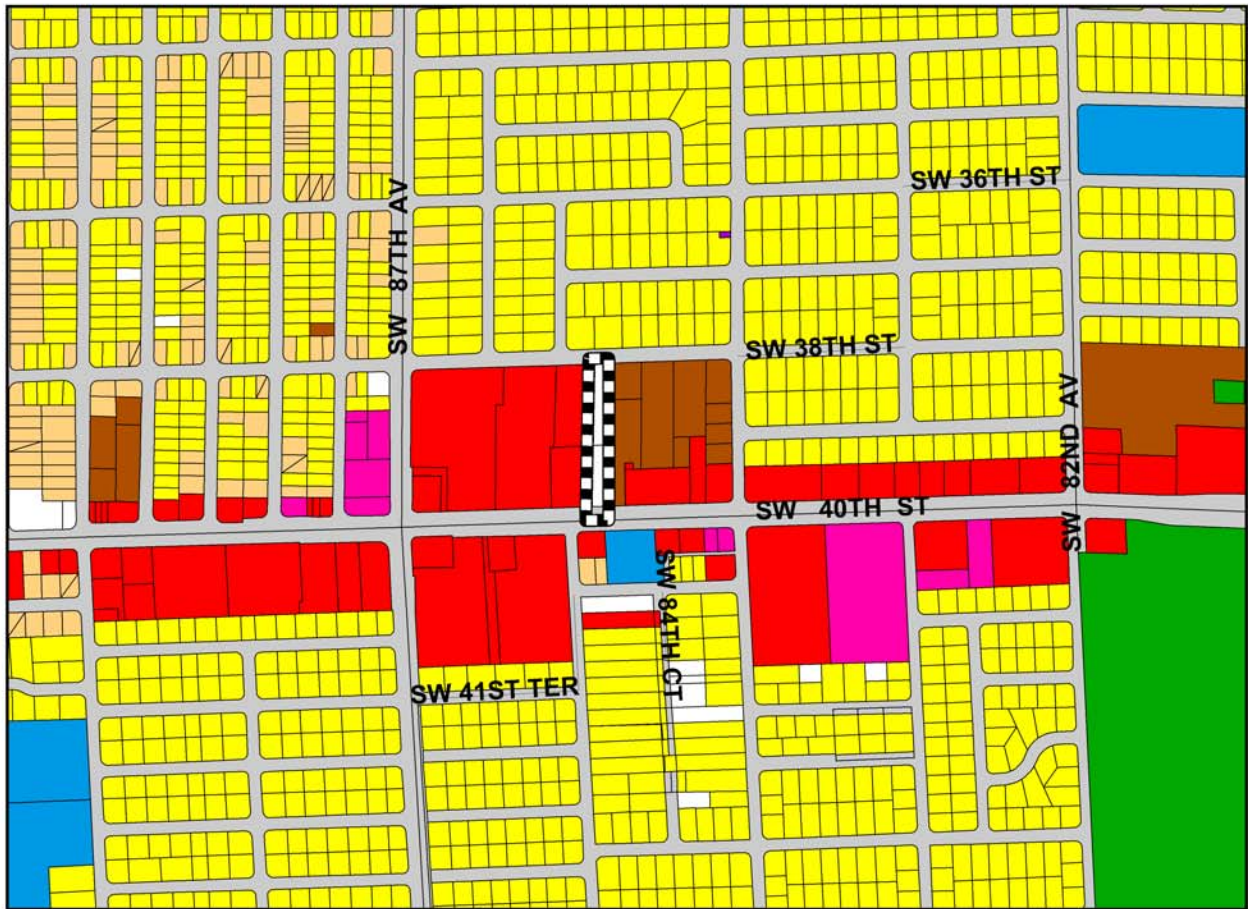
GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES
IU-1	INDUSTRIAL-LIGHT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure D-8
APPLICATION NO. 9
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

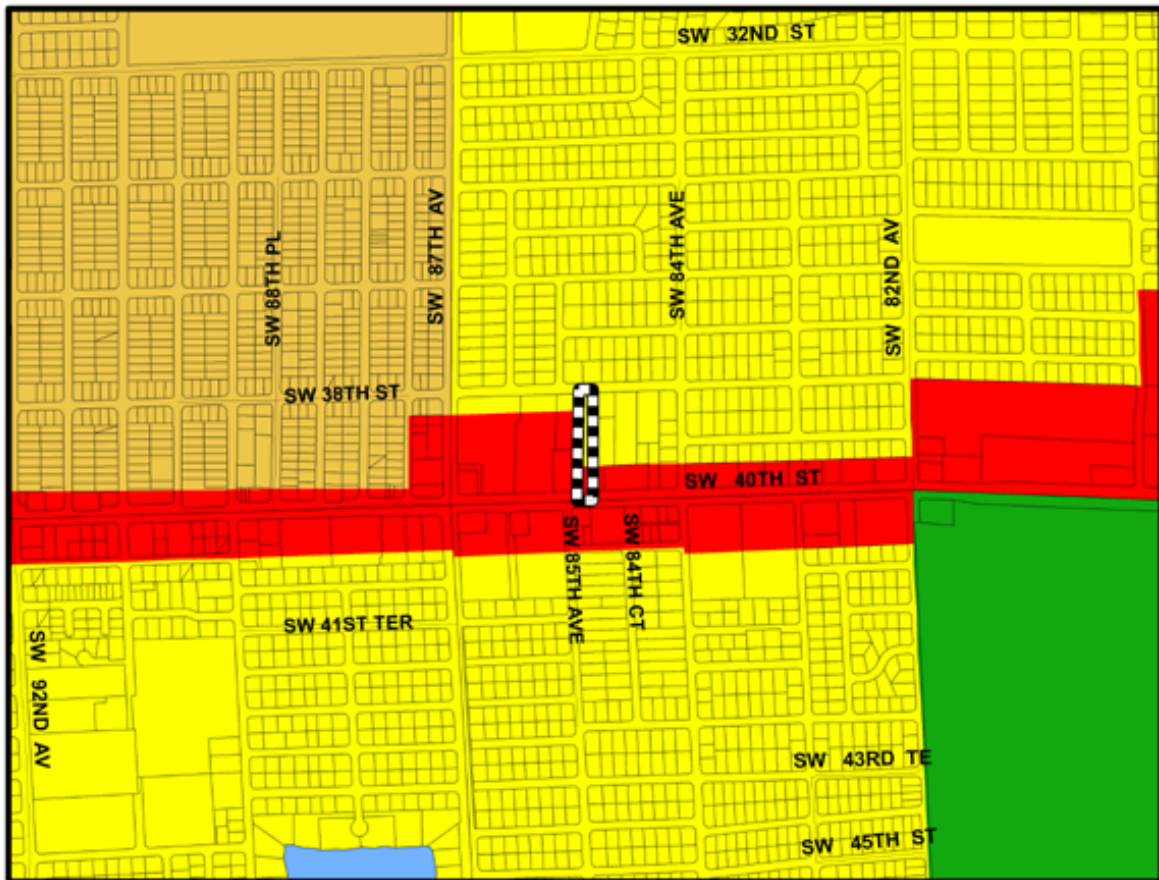
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPs
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure D-9
APPLICATION NO. 9
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



BUSINESS AND OFFICE

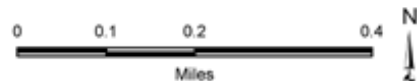


PARKS AND RECREATION



WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area D (Minor Statistical Areas 5.3 and 5.4) in 2004 was estimated to have a capacity for about 1,739 dwelling units with about 55 percent of this intended for single-family units. The annual average demand is projected to decrease from 154 units per year in the 2004-2010 period to 447 units in 2015-2020. An analysis of the residential capacity shows absorption occurring in the year 2014 (See Table D-3). More than 75 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2010. The supply of multi-family land is projected to be depleted in 2019.

Table D-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area D

Analysis done separately for each type, i.e. no shifting of demand between single & multi-family type	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2004	779	960	1,739
DEMAND 2004-2010	143	42	185
CAPACITY IN 2010	64	750	814
DEMAND 2010-2015	148	46	194
CAPACITY 2015	0	520	0
DEMAND 2015-2020	334	113	447
CAPACITY 2020	0	0	0
DEMAND 2020-2025	260	92	352
CAPACITY 2025	0	0	0
DEPLETION YEAR	2010	2019	2014

Residential capacity is expressed in terms of housing units as of January.

Housing demand is an annual average figure based on current population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

The table above addresses residential land supply and demand in Study Area D without the effect of the proposed CDMP amendments. There are two small-scale amendments proposed in this area totaling 2.6 net acres. One is requesting a Business and Office designation and the other a Medium Density designation. The maximum additional capacity if both were developed as residential would be about 40 units, with only a nominal impact on the depletion year.

Supply and Demand for Commercial Land

Study Area D contained 29.2 acres of vacant land zoned for commercial uses in 2004. In addition, there were 1,182.4 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 3.70 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2012 (See Table D-4).

Table D-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area D

Study Area D MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres <u>per Thousand Persons</u>	
					2015	2025
5.3	19.6	612.5	2.29	2013	4.9	4.5
5.4	9.6	569.9	1.41	2011	5.5	5.5
Total	29.2	1,182.4	3.70	2012	5.2	5.0

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, July 2005.

Application No. 8 is a 2.14-acre parcel proposed for change in designation from Low Density to Business and Office and Medium-Density Residential. It is just south of SW 8 Street and slightly west of LeJeune Road. Figure D-10 shows the location of the site and the in-use and vacant commercial land within a one and a half mile radius. Table D-5 shows these numbers as well as population data.

Table D-5
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
8	1.5	5,000-40,000	73,784	11.17	456.06

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Clearly, the market area population is well above that required for such a small business use, but the area already contains a large amount of commercial services.

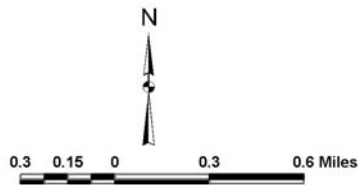
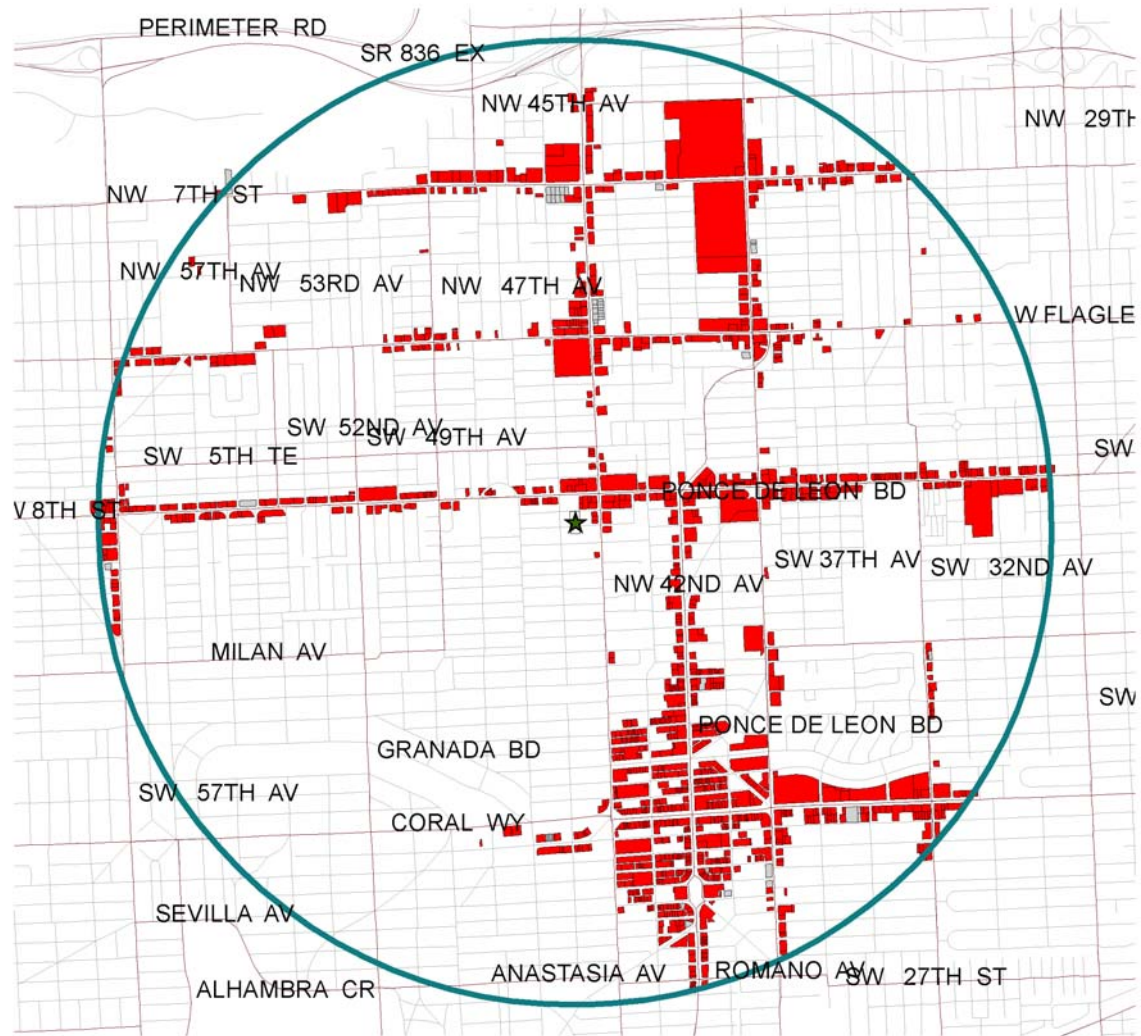
Application No. 9 is an even smaller parcel than No. 8, being only 1.41 acres. Currently, it is partly residential and the applicant is requesting it be designated all Business and Office. Figure D-11 shows the location of the site on Bird Road near SW 87th Avenue. Table D-6 displays the relevant land use data. There are less than four acres of vacant commercial land in the Trade Area, but Bird Road is lined on both sides with all manner of commercial activity.

Table D-6
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
9	1.5	5,000-40,000	42,512	3.7	323.2

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Figure D-10
TRADE AREA MAP: APPLICATION NO. 8



Miami-Dade County
 Department of Planning & Zoning
 Research Section
 July 28, 2005

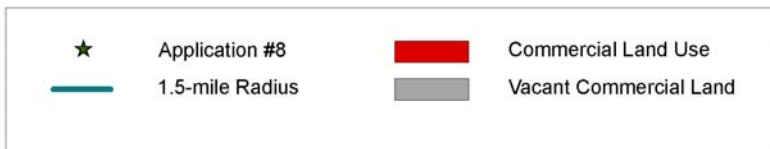
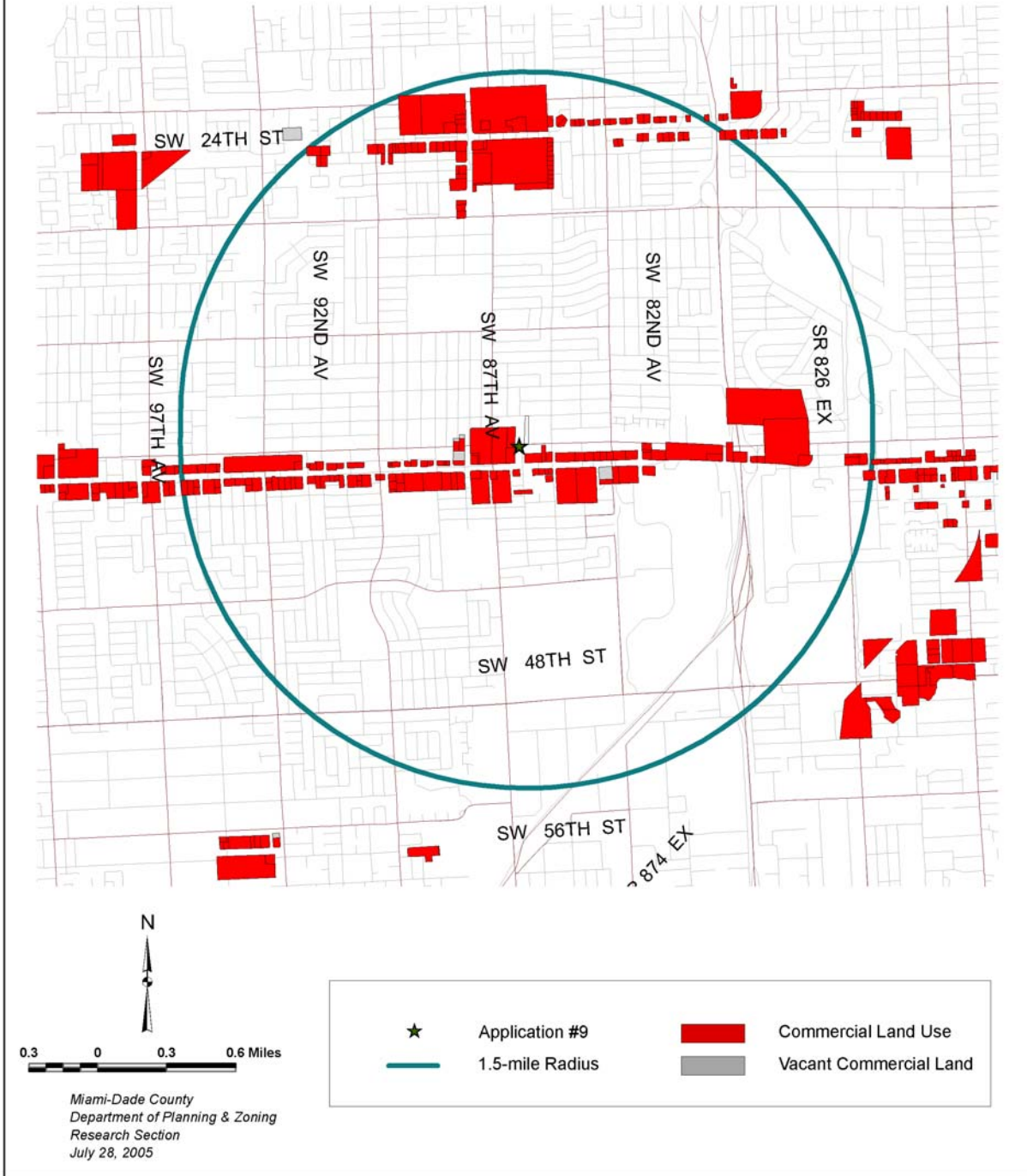


Figure D-11
TRADE AREA MAP: APPLICATION NO. 9



Roadways

Existing Conditions

Figure D-12 illustrates the existing arterial roadway network serving this Study Area. East-west arterials such as Flagler, SW 8, SW 24, SW 40 and SW 56 Streets and north-south freeways and arterials such as the Homestead Extension of the Florida Turnpike (HEFT), the Palmetto Expressway, the Don Shula Expressway, US 1, SW 117, SW 107, SW 97, SW 87, SW 67, SW 57, SW 42, SW 37 and SW 27 Avenues are the major travel corridors which provide accessibility within the study area and to other portions of the County. There is also adequate access to the Homestead Extension of the Florida Turnpike (HEFT) with interchanges at SW 8 and SW 40 Streets; to the Palmetto with interchanges at Flagler, SW 8, SW 24, SW 40 and SW 56 Streets.

Table D-7 lists and Figure D-13 shows the existing traffic conditions on major roadways in this Study Area. Most roadways in this Study Area show acceptable peak-period level of service (LOS) conditions, LOS C or better. However, extremely congested conditions, LOS F, exist on segments of SW 27, SW 37, SW 42, SW 57, SW 67 and SW 72 Avenues, as well as on segments of SW 8 and SW 56 Streets.

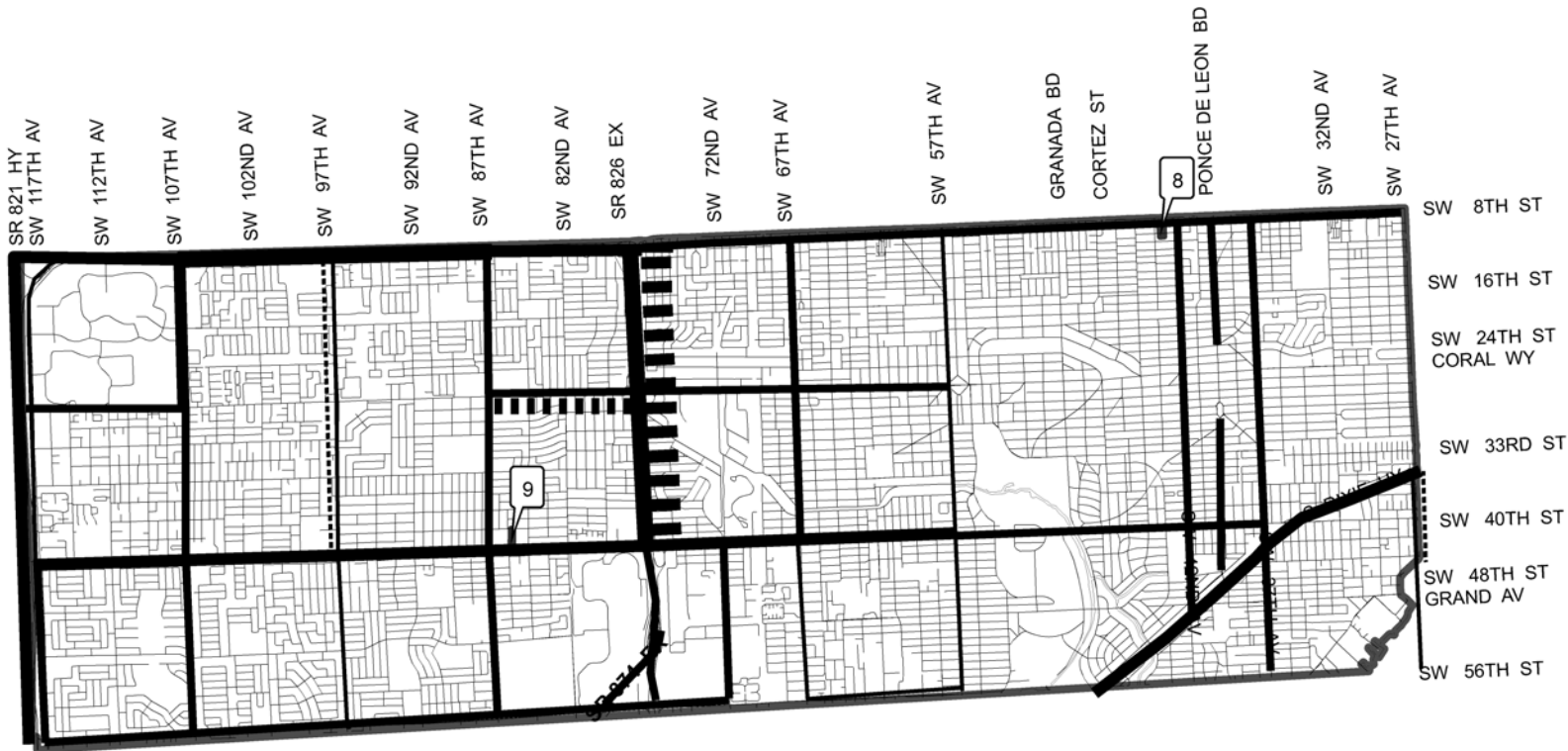
Traffic Concurrency Evaluation



A portion of the Study Area, east of the Palmetto Expressway, is located within the County's Urban Infill Area (UIA), a designated transportation concurrency exception area, and the rest of the area is located within the 2005 Urban Development Boundary. An evaluation of peak-period traffic concurrency conditions, as of July 12, 2005, in this Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that most roadway segments have sufficient service capacity. The exceptions are some segments of SW 72, SW 67, SW 57, SW 42, SW 37 and SW 27 Avenues, and SW 56 Street, which fail to meet the County's adopted LOS standards as shown in the following table and in Figure D-14.

Roadway Segments That Run Out of Service Capacity Study Area D	
Roadway Segment	Trips Left
SW 72 Ave between Bird Dr./ SW 40 Street and SW 56 Street	-185
Ludlam Rd./ SW 67 Ave. between Coral Way/ SW 24 Street and SW 40 Street	-285
Ludlam Rd./ SW 67 Ave between Bird Rd./ 40 Street and 56 Street	-806
SW 57 Ave./ Red Rd between SW 42 Street and Brescia Ave.	-933
SW 57 Ave./ Red Rd between SW 8 Street and 24 Street	-548
Palmetto Expwy (SR 826) between SW 56 Street/ Miller and SR 874/ 40 Street	-90
SW 42 Ave./ LeJeune between 40 Street and US-1	-144
SW 37 Ave. between US-1 and Ingraham Hwy	-36
Miller Dr. /SW 56 Street between Red Rd./ SW 57 Ave. and SW 67 Ave.	-844

Source: Miami-Dade County Public Works Department, July 2005
Florida Department of Transportation, July 2004.

Figure D-12
ROADWAYS: Application Nos. 8 & 9



 Study Area
 1 Application Area

EXISTING ROADWAYS

— 2 LANES
— 4 LANES
— 6 LANES
— 8 LANES
— 10 LANES

PROGRAMMED CAPACITY IMPROVEMENTS (2006-2010)

----- 3 LANES
----- 4 OR 5 LANES
||||| 6 LANES
— 8 LANES
— 10 LANES

0 0.5 1 2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Table D-7
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area D

Roadway	Location/Link	Lanes	LOS Std.*	LOS
HEFT / SR 821	SW 8 Street to SW 40 Street	6 LA	D	B (96)
	SW 40 Street to SW 88 Street	6 LA	D	C (96)
SW 117 Avenue	SW 40 Street to SW 72 Street	4 DV	D	C (04)
SW 107 Avenue/ SR 985	SW 8 Street to SW 24 Street	6 DV	E	C (01)
	SW 24 Street to SW 40 Street	4 DV	E	C (01)
	SW 40 Street to SW 56 Street	4 DV	E	D (00)
SW 97 Avenue	SW 8 Street to SW 24 Street	2 UD	D	C (04)
	SW 24 Street to SW 40 Street	2 UD	D	C (04)
	SW 40 Street to SW 56 Street	2 UD	D	C (04)
SW 87 Avenue/ Galloway Road	SW 8 Street to SW 24 Street	4 DV	E	D (00)
	SW 24 Street to SW 40 Street	4 DV	E	D (00)
	SW 40 Street to SW 56 Street	4 DV	E	C (00)
SR 826/Palmetto Expressway	SW 8 Street to SW 24 Street	8 LA	D	D (01)
	SW 24 Street to SW 40 Street	8 LA	D	C (01)
	SW 40 Street to SW 56 Street	4 LA	E	E (01)
SW 72 Avenue	SW 40 Street to SW 56 Street	4 DV	D	F (04)
SW 67 Ave.	SW 8 Street to SW 24 Street	4 DV	E	D (04)
	SW 24 Street to SW 40 Street	4 DV	E	F (04)
	SW 40 Street to SW 56 Street	2 UD	E	F (04)
SW 57 Ave./ Red Rd./ SR 959	SW 8 Street to SW 24 Street	2 UD	E	F (00)
	SW 24 Street to SW 40 Street	2 UD	E	D (00)
	SW 42 Street to Brescia Avenue	2 UD	E	F (00)
SW 42 Ave./SR 953/ LeJeune Rd.	SW 8 Street to SW 22 Street	4 DV	E+20%	E+6% (01)
	SW 22 Street to SW 40 Street	4 DV	E+20%	D (01)
	SW 40 Street to US 1	4 DV	E+20%	E+30% (00)
Ponce de Leon Blvd.	SW 8 Street to Alhambra Circle	4 DV	E	B (04)
	SW 40 Street to Almeria Ave.	4 DV	E	B (04)
SW 37 Avenue	SW 8 Street to US 1	4 DV	E	D (04)
	US 1 to Main Highway	4 DV	E	F (04)
SW 27 Avenue	US 1 to South Bayshore Drive	2 UD	E	F (04)
SW 8 Street/ SR 90/ Tamiami Trail	HEFT to SW 107 Ave	6 DV	D	C (00)
	SW 107 Ave. to SW 87 Ave.	8 DV	E	C (01)
	SW 87 Ave. to SR 826	6 DV	E	D (00)
	SR 826 to SW 72 Avenue	4 DV	E+20%	E+8% (01)
	SW 72 Ave to SW 57 Ave.	4 DV	E+20%	B (01)
	SW 57 Ave. to SW 42 Ave.	4 DV	E+20%	D (04)

Table D-7 (Cont.)
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area D

Roadway	Location/Link	Lanes	LOS Std.*	LOS
SW 8 Street/ SR 90/ Tamiami Trail	SW 42 Ave. to SW 37 Ave.	4 DV	E+20%	D (04)
	SW 37 Ave. to SW 27 Ave.	4 DV	E+20%	D (04)
SW 24 Street/ Coral Way	HEFT to SW 107 Avenue	4 DV	D	C (04)
	SW 107 Ave. to SW 97 Ave.	6 DV	D	B (04)
	SW 87 Ave. to SR 826	4 DV	E	C (04)
	SR 826 to SW 57 Ave.	4 DV	E+20%	C (04)
SW 40 Street/ Bird Rd /SR 976	HEFT to SW 107 Avenue	6 DV	E+20%	B (00)
	SW 107 Ave. to SW 97 Ave.	6 DV	E+20%	B (00)
	SW 97 Ave. to SW 87 Ave.	6 DV	E+20%	B (00)
	SW 87 Ave. to SR 826	6 DV	E+20%	C (01)
	SR 826 to SW 57 Avenue	4 DV	E+20%	B (01)
	Ponce De Leon to US 1	4 DV	E+20%	D (01)
SW 56 St./Miller Dr.	HEFT to SW 107 Avenue	4 DV	D	B (04)
	SW 107 Ave. to SW 97 Ave.	4 DV	D	B (04)
	SW 97 Ave. to SW 87 Ave.	4 DV	D	B (04)
	SW 87 Avenue to SR 826	4 DV	D	C (04)
	SW 67 Avenue to SR 826	4 DV	E	B (04)
	SW 67 Ave. to SW 57 Ave.	2 UD	E	F (04)
Don Shula Espy. / SR 874	SR 878 to SR 826	4 LA	D	B (00)
S. Dixie Highway/ SR 5	SW 42 Ave. to SW 27 Ave.	6 DV	E+50%	C (01)
	SW 67 Ave. to SW 42 Ave.	6 DV	E+50%	D (01)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2005.

Note: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised

* Segment is operating at LOS F and it is not violating the adopted LOS standard

DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

Moreover, the traffic concurrency evaluation revealed that another eight roadway segments might soon run out of service capacity, as shown in the following list:

Roadway Segments That May Soon Run Out Of Capacity	
Roadway Segment	Trips Left
SW 32 Ave. between SW 8 Street and 24 Street	138
SW 57 Ave./Red Rd. between SW 24 Street/ Coral Way and SW 42 Street	168
SW 72 Avenue between SW 56 Street and SW 72 Street	183
SW 74 Ave. between SW 8 Street to SW 16 Street	88
SW 97 Ave. between SW 40 Street and SW 56 Street	98
SW 107 Ave/ SR 997 between SW 40 Street/ Bird Rd. and SW 62 Street	149
Miller Dr./ SW 56 Street between SR 826 and SW 87 Ave.	49
SW 72 Street/ Sunset Dr. between SW 107 Ave. and SW 117 Ave.	135

Source: Miami-Dade Public Works Department, July 2005.

Figure D-13

EXISTING ROADWAY LEVEL OF SERVICE: Application Nos. 8 & 9

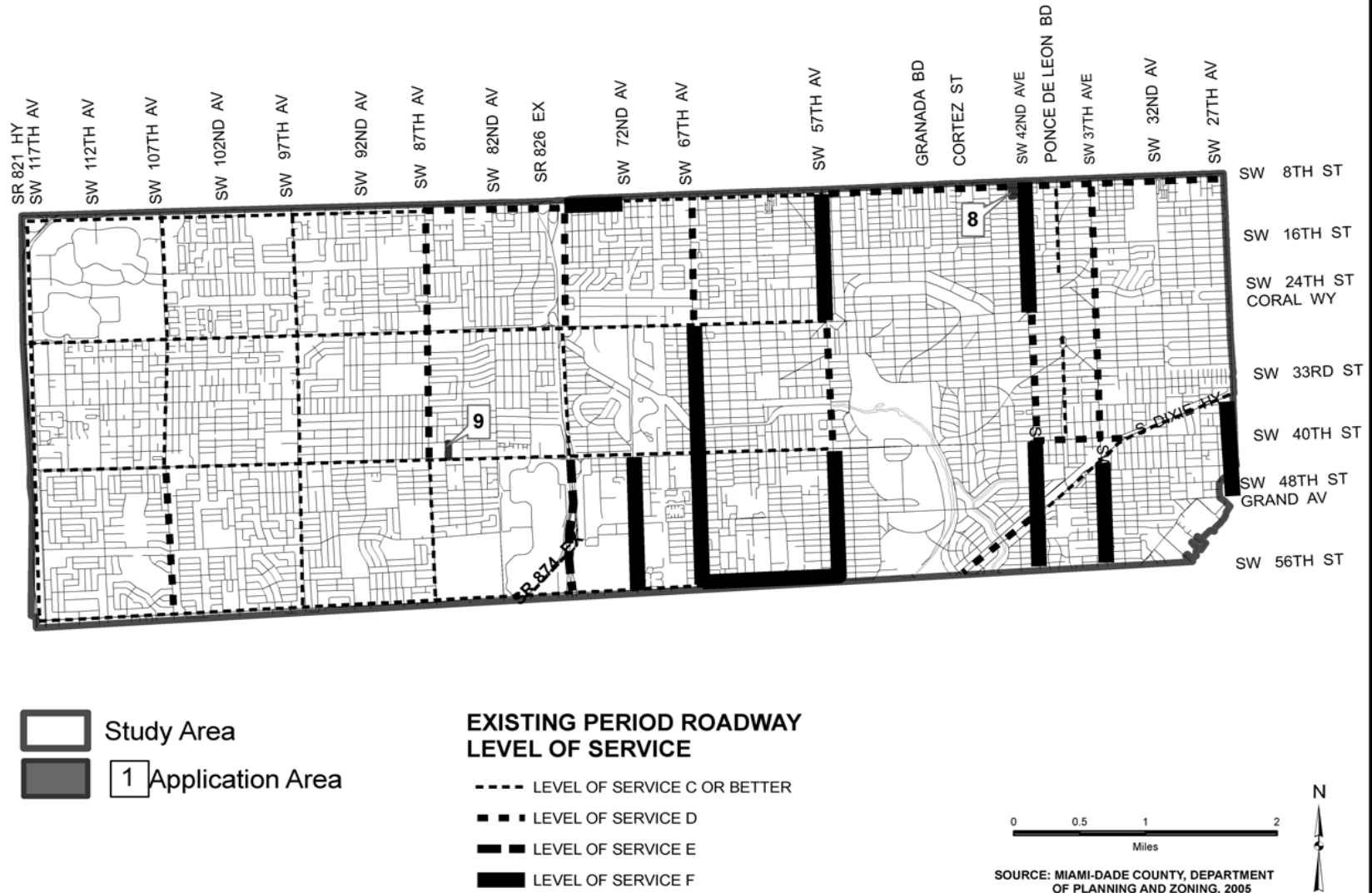
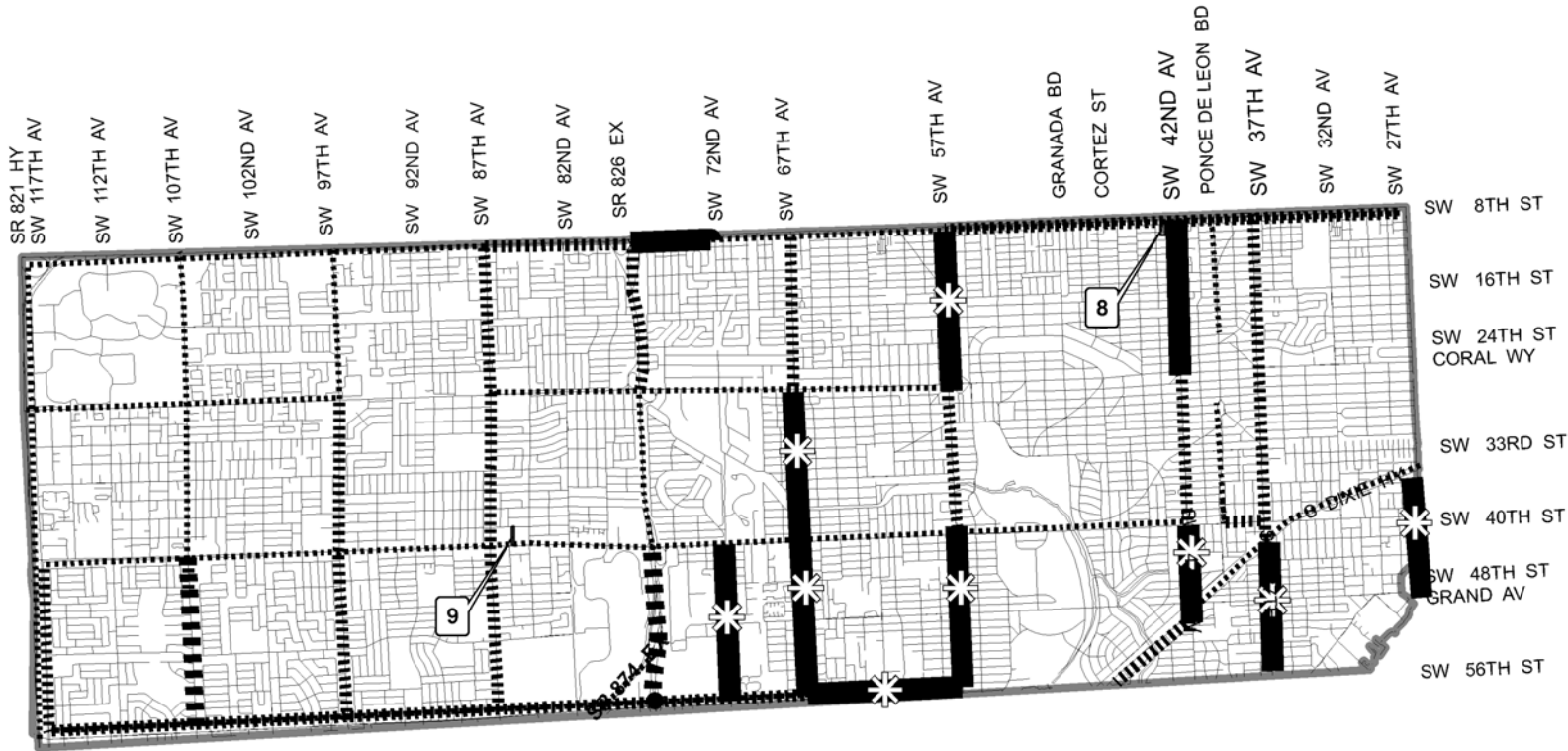


Figure D-14

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 8 & 9



- Study Area
- 1 Application Area

PEAK PERIOD ROADWAY CONCURRENCY LEVEL OF SERVICE

- LEVEL OF SERVICE C OR BETTER
- ||||| LEVEL OF SERVICE D
- |||| LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- ✱ LINK VIOLATES ADOPTED LOS STANDARD

0 0.5 1 2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Future Conditions

According to the 2006 Transportation Improvement Program, the following roadway capacity improvement projects are programmed for fiscal year 2006-2010 in this Study Area (see Table D-8 below). Figure D-15 shows the roadway capacity improvement projects programmed for this Study Area.

Table D-8
Programmed Road Capacity Improvements
Fiscal Years 2006 - 2010
Study Area D

Roadway	From	To	Type of Improvement	Fiscal Year
SR 826/Palmetto Expressway	SW 2 Street	SW 32 Street	Widen to 10 lanes	2008-09
SW 24 Street	SW 77 Avenue	SW 87 Avenue	Widen to 6 Lanes	UC
Grand Avenue	SW 37 Avenue	SW 32 Avenue	Reduce from 4 to 2 Lanes	UC
SW 27 Avenue	US 1	Bayshore Drive	Widen to 3 Lanes	2009-10
SW 62 Avenue	SW 64 Street	SW 70 Street	Narrow 5 to 2 Lanes	2005-06
SW 97 Avenue	SW 8 Street	SW 40 Street	Widen to 3 Lanes	UC

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.

Note: UC means under construction.

According to the 2030 Miami-Dade Transportation Plan, Cost Feasible Plan, the following roadway capacity improvement projects are planned for fiscal year 2005-2015 in this Study Area (see Table D-9 below). Figure D-15 illustrates the planned arterial roadway network for the year 2015 that will serve this Study Area.

Table D-9
Planned Year 2015 Roadway Improvements
Study Area D

Roadway	From	To	Type of Improvement	Priority
Ponce de Leon Almeria Avenue Boulevard	Alcazar Avenue		Reduce 6 to 4 lanes with left turn bays	I
SW 97 Avenue	SW 40 Street	SW 72 Street	Widen 2 to 3 lanes	I
SW 82 Avenue	SW 42 Street	SW 48 Street	New 2 lane road	I
SR 826	SW 32 Street	SW 72 Street	Add new lane in each direction	II
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	II

Source: Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, Metropolitan Planning Organization, December 2004.

Priority I – Projects scheduled to be funded by 2009.

Priority II - Projects to be funded between 2010 to 2015.

The projected year 2015 LOS conditions for all roadways within this Study Area are depicted in Figure D-16. This figure shows that the segments of SW 8 Street and SW 42 Avenue in the vicinity of Application No. 8, and SW 40 Street in the vicinity of Application No. 9 are projected to operate at LOS E+23%, E+25% and E+25%, respectively, thus violating the adopted LOS E+20% standards applicable to these roadways.

Figure D-15
PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 8 & 9

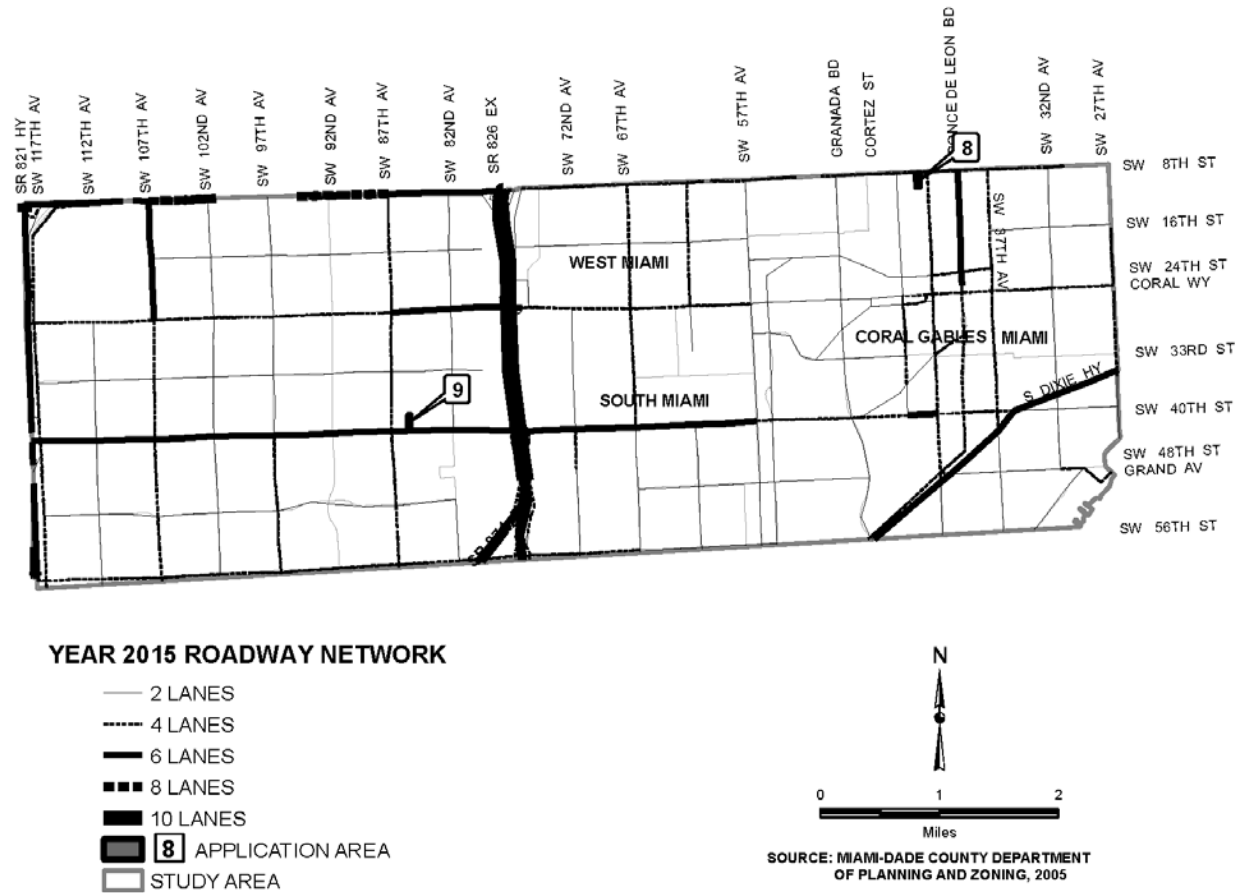
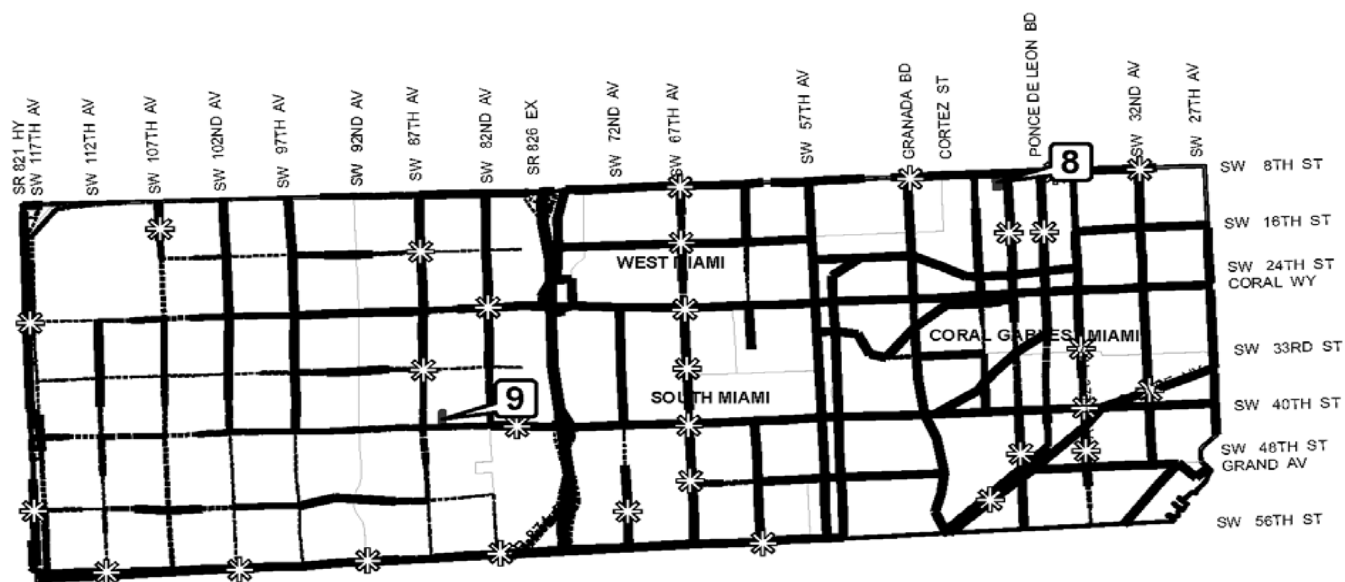
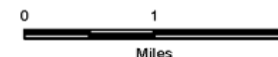


Figure D-16
PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 8 & 9



LEVEL OF SERVICE 2015

- 8 APPLICATION AREA
- 9 STUDY AREA
- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- ✱ LINK VIOLATES ADOPTED STANDARD



SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005

Application Impacts

Table D-10 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments under the requested CDMP designations and compares them to the developments that could occur under the current CDMP designations for each application.

Application No 8 is a 1.8-acre site located between SW 9 Street and SW 9 Terrace and LeJeune Road (SW 42 Avenue) and SW 43 Avenue. Access to this site would be from SW 9 Street and SW 9 Terrace via LeJeune Road or SW 43 Avenue. Currently, SW 8 Street, between SW 57 and SW 42 Avenues, is operating at LOS D, and SW 42 Avenue, between SW 8 and SW 22 Streets, is operating at LOS E+6%. However, none of these segments is violating the adopted LOS standard of LOS E+20% applicable to these roadways. Traffic concurrency analysis indicates that SW 42 Avenue, between SW 8 and SW 22 Streets, will deteriorate to LOS E+9%. Moreover, Application No. 8, if granted, would generate 24 more PM peak-hour trips than under the current CDMP designation of Medium Density Residential. In analyzing the potential trip distribution, the impact of the proposed development under the requested use would be negligible and not adversely impact existing or concurrency traffic conditions on SW 8 Street and SW 42 Avenue. Moreover, the application is located within the County's Urban Infill Area (UIA), a designated transportation concurrency exception area.

Application No 9 is a 1.41-acre site located between SW 38 and SW 40 Streets and SW 84 and SW 87 Avenues. Access to this site would be from SW 40 Street. Currently, SW 40 Street, between SW 87 Avenue and the Palmetto Expressway (SR 826), is operating at LOS C. Traffic concurrency analysis indicates that Application No. 9, if granted, would generate 65 more PM peak-hour trips than the current CDMP designation of Business and Office and Low Density Residential. Based on the concurrency analysis, the impact of the proposed changes will be minimal on the adjoining roadway system, and will cause no roadway to fail the adopted levels of service.

Table D-10
Estimated Trip Generation By Current and Requested
CDMP Land Use Designations

Application Number	Assumed Use for Current CDMP Designation/ Estimated No. of Trips	Assumed Use for Requested CDMP Designation/ Estimated No. of Trips	Estimated Trip Difference Between Current and Requested CDMP Designations
8	Low Density Residential - Single Fam. Resid. (7 Units)/ 10	Medium Density Residential - Apartments (30 Units)/ 34	+24
9	Business & Office and Low Density Residential – Single Fam. Resid. (10 Units)/ 13	Business & Office – Shopping Center (18,425 sq. ft.)/ 75	+65

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

*Includes pass-by trips adjustment factor.

Transit Service

Existing Service

Metrobus Routes 6, 8, 11, 22, 24, 27, 37, 40, 42, 48, 56, 65, 71, 72, 73, 87, J, Bird Road MAX, Coconut Grove Connection, Coral Way MAX, Gables Connection and Midnight Owl serve Study Area D. Table D-11 below shows the existing service frequency in summary form.

Table D-11
Metrobus Route Service
Study Area D

Route No.	Weekday Headway*		Proximity in miles to App. No. 8	Proximity in miles to App. No.9	Feeder, Local or Express
	Peak	Off-Peak			
6	30	60	1	5.5	L/F
8	10/30	15/30	0	1	L/F
11	15	20	1	3	L/F
22	30	60	2.5	6	L/F
24	15	15	0.75	1	L/F
27	15	15	1.5	6.5	L/F
37	30	30	0.5	5	L/F
40	15	20	1	0	L/F
42	30	30	0.5	4.75	L/F
48	30	60	2.25	4.75	L/F
56	30	30	1	1	L/F
65	30	n/a	2.25	4.75	L/F/E
71	30	30	6.5	2.75	L
72	30	30	1	3	L/F
73	30/60	30	2	2	L/F
87	30	30	4.5	0.25	L/F
Bird Road MAX	20	40	5.5	0	L/F/E
Coconut Grove Conn.	15	15	3.25	6	F
Coral Way MAX	20	n/a	1	1	L/F/E
Gables Conn.	30	30	1	4.25	L/F
J	15	30	0	4.5	L/F
Midnight Owl	n/a	n/a	2.5	5	F

Source: Miami-Dade Transit Agency, 2005

Notes: F means feeder service to Metrorail

L means local service route

E means express service

N/A means none available

*Headway time in minutes.

Future Conditions

Transit improvements to the existing transit service in Study Area D, such as improved headways and extensions to the current routes are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table D-12 shows the service improvements programmed for the existing routes within Study Area D as well as the new routes proposed for the area.

Table D-12
Planned Transit Improvements
Study Area D

Route	Improvement Description
J	All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattah Center stations.
6	Improve weekend headways from 60 to 30 minutes Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Extend route to serve the Miami Intermodal Center. Extend service span to: 7:00 am to 10:00 pm (seven days a week).
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station. Extend Westchester short trips to FIU Terminal via SW 16 St. Extend route to FIU on weekends via both SW 8 St and SW 24 St Extend service to Miccosukee resort every 30 minutes.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove Metrorail Stations.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center Metrorail stations. Reduce weekday headways from 15 to 20 minutes. (CBOA)
37	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road Metrorail Stations. Extend weekday service to the Miami Lakes Technical Education Center. Improve peak headways from 30 to 15 minutes.
42	Improve peak headways from 30 to 15 minutes.
48	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Introduce weekend service.
56	Improve peak headways from 30 to 15 minutes. Introduce weekend service.
65	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
71	Improve peak headways from 30 to 15 minutes.
72	Improve peak headways from 30 to 15 minutes.
73	Improve peak headways from 30 to 15 minutes. Begin Sunday service earlier than 9:00 am.

Table D-12
Planned Transit Improvements
Study Area D

Route	Improvement Description
87	Extend route to the Palmetto Metrorail Station on weekends. Improve peak headways from 30 to 15 minutes.
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.
91	Extend service to the future Northeast Transit Terminal.
224 Coral Way MAX	Improve peak headways from 20 to 15 minutes
240 Bird Road MAX	Improve peak headways from 20 to 15 minutes. Introduce weekend service. Discontinue midday service. Last morning trip at 7:50 am WB and 8:35 am EB. First afternoon trip at 3:10 pm WB and 3:56 pm EB. (CBOA)

Source: Miami-Dade Transit, July 2005.

There are also three new routes programmed for this area. These new routes are:

New Routes	Improvement Description
Route 122	This route would provide weekday local service to the west Kendall area primarily along SW 122 and 127 Avenues, extending from SW 120 Street to the proposed West Dade Terminal at the Miami International Mall.
MIA Connection	Introduce a new express route operating between the Douglas Road Metrorail Station and the Airport.
Westchester to MIA MAX	New premium service between the SW Westchester area and the Miami International Airport

Source: Miami-Dade Transit, July 2005.

The projected transit improvements for Study Area D to meet future transit demand are estimated to cost approximately \$4,504,510 in annual operating cost and a one time capital cost of \$6,285,650 for a total cost of \$10,790,160. These costs reflect only the cost of that portion of route improvements within Study Area D.

Major Transit projects

Regarding future transit projects within this area, the Douglas Road Metrorail Extension will be studied as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 4.5-mile corridor connecting the Douglas Road Metrorail Station to the Miami Intermodal Center (MIC).

Applications Impacts

For Study Area D, two application requests were submitted to amend the CDMP (Application Nos. 8 and 9). A trip-generation analysis was performed in the Traffic Analysis Zone (TAZ) where the application is requested. In TAZ 1031, where Application No. 8 is located, the trip generation analysis indicates that if the application is granted there would be no variation on the transit trip generation and, therefore, no additional changes beyond those already planned for the area would be warranted.

In TAZ 993, where Application No. 9 is located, the trip generation analysis indicates that if the application were approved there would be no variation on the transit trip generation and, therefore, no additional changes beyond those already planned for the area would be necessary.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to most of Study Area D. The cities of Coral Gables and West Miami provide some utility service to very small areas in the extreme eastern portion of the Study Area.

Potable Water Supply: Virtually all of Study Area D is provided with public water service by WASD. Water is treated at the Alexander Orr Water Treatment Facility, which has a capacity of 214.7 mgd, and supplied about 167 mgd in 1999. This plant is planned for expansion to a capacity of 248 mgd.

Sewer Service: The sewer service network in Study Area D is not as extensive as the potable water service network. Major force mains extend along West Flagler Street, SW 117 Avenue, and one major main extends through the area along SW 82, 92 and 97 Avenues.

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has a permitted capacity of 97 mgd. The effluent produced by this facility meets all federal, State and County standards. As of September 1999, this plant is treating sewage at an average daily rate of 93.4 percent of its permitted capacity.

Wastewater System Improvements: Under the terms of the stipulated settlement agreement between Miami-Dade County and the Florida Department of Environmental Protection, Dade County has agreed to make 1.169 billion worth of improvements in its regional wastewater system. WASD completed a 25 mgd expansion of its South District Sewage Treatment Plant in 1995. Expansion of this facility is planned that will increase its capacity to 112.5 mgd. Extensive improvements to the sewage pump stations throughout the regional wastewater system have been implemented. The County will also shift some of the demand south to Homestead and to an acquired facility in Perrine.

Water and Sewer Service to Application Area: Two amendment applications, Nos. 8 and 9, are located in Study Area D. The location of the most proximate water and sewer connections to the application sites is detailed in Tables D-13. The effect of the amendments on water and sewer demand is specified in Tables D-14.

Table D-13
Available Water and Sewer Connections for Application No. 8 in Study Area D

	Application	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	8	Adjacent	16	SW 8 Street	WASD
	9	Adjacent	8"	SW 38 Street	WASD
SEWER					
	8	Adjacent	12 G	SW 8 Street	WASD
	9	Adjacent	8 G	SW 38 Street	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(G = Gravity Main; F = Force Main)
Sources: Department of Environmental Resources Management,
Miami-Dade Water and Sewer Department, 2000.

Application No. 8:

There is an existing 16" water main along SW 8 Street and a 12-inch water main at the northeast corner of the application site. If SW 9 Street and/or SW 9 Terrace are dedicated as public right-of-way, a proposed 8" water main will be required to service the application site. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

There is an existing 12" gravity sewer line along SW 8 Street from which the developer may connect. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 9:

There is an existing 8" water main at SW 38 Street west of SW 84 Avenue to which the applicant can connect for this application site. Additionally, there is an existing 12" water main along SW 40 Street. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

Currently, there is an existing 8" sanitary sewer along SW 38 Street. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Table D-14
Water and Sewer Demand for Application Nos. 8 and 9 in Study Area D.
(In gallons per day - GPD)

Application	Water and Sewer Demand	Change From Current Designation
8	88,601 GPD	-59,067
9	57,750 GPD	-2,145

Source: Miami-Dade Department of Environmental Resources Management, 2000.

Solid Waste

The adopted level of service (LOS) standard for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements and anticipated uncommitted waste flows for a period of five years. At the present time, the Department of Solid Waste Management (DSWM) is projecting remaining available capacity well in excess of the five year standard. (See Solid Waste section in Chapter 2 of this report.)

Applications Nos. 8 and 9 are small - scale amendments that lie within the 2005 UDB and the DSWM waste service area for garbage and trash collections. The closest DSWM facilities are Central Transfer Station (1150 NW 20th Street), which is approximately 6 miles away from Application No. 8; and the West Transfer Station, which is approximately 3 miles away from Application No. 9. Due to the character of the requests, however, the impact on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users.

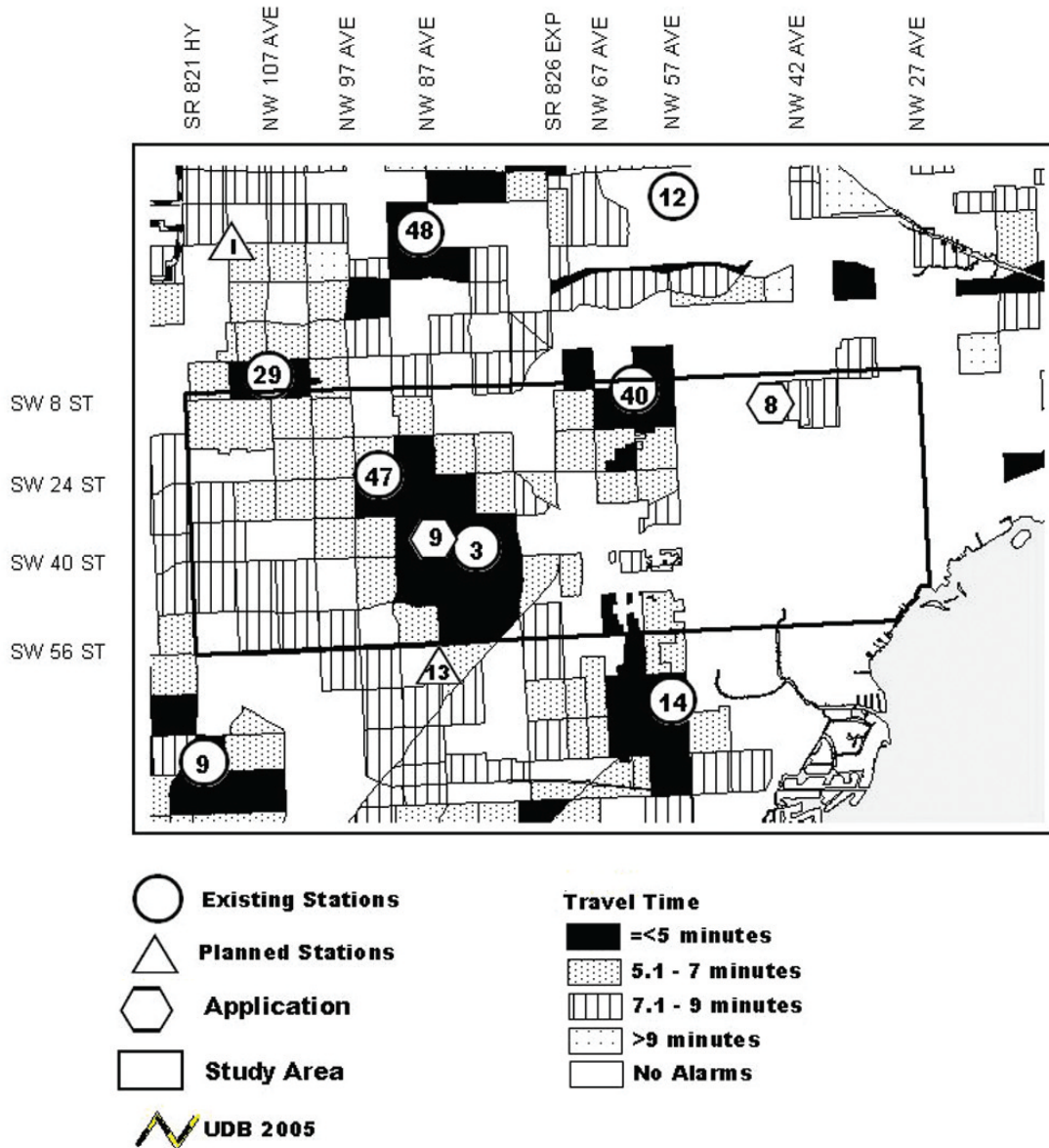
Fire and Rescue Service

Study Area D is currently served by Miami-Dade Fire Rescue Stations 3, 40, and 47. (See Fire Rescue Study Area Map Figure D-17).

Average travel time to alarms at the location of Application No. 8 is approximately 5.65 minutes. Travel time for Life Threatening Emergencies is approximately 6.15 minutes and 5.20 minutes for Structure fires. The current CDMF designation (Low Density Residential) generates a total of 2 annual alarms. The proposed CDMF designation (Medium Density Residential) will allow a proposed potential development totaling 30 dwelling units, which is anticipated to generate 6 annual alarms. This will result in a minimal impact to existing fire rescue services.

The required fire flow for the proposed CDMF designation is 2,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 750 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department shows a 12" water main on SW 43 Avenue. No fire flow report is available for the vicinity of Application 8.

Figure D-17
FIRE AND RESCUE: APPLICATION NOS.8 & 9



SOURCE: MIAMI-DADE COUNTY DEPARTMENT
 OF PLANNING AND ZONING, AND
 MIAMI-DADE FIRE DEPARTMENT, 2005

Average travel time to alarms at the location of Application No. 9 is approximately 3.75 minutes. Travel time for Life Threatening Emergencies is approximately 4.30 minutes and 3.20 minutes for Structure fires. The current CDMF designation (Business and Office, Low Density Residential) generates a total of 4 annual alarms. The proposed CDMF designation (Business and Office) will allow a proposed potential development totaling 18,425 sq. ft., which is anticipated to generate 5 annual alarms. This will result in a minimal impact to existing fire rescue services.

The required fire flow for the proposed CDMF designation is 3,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 1,000 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department show a 48" water main on Bird Road. Available fire flow in the vicinity of Application no. 9 is indicated to be 20 pounds per square inch per gallon at 6,080 gpm and a hydrant flow of 1,884 gpm.

County Parks

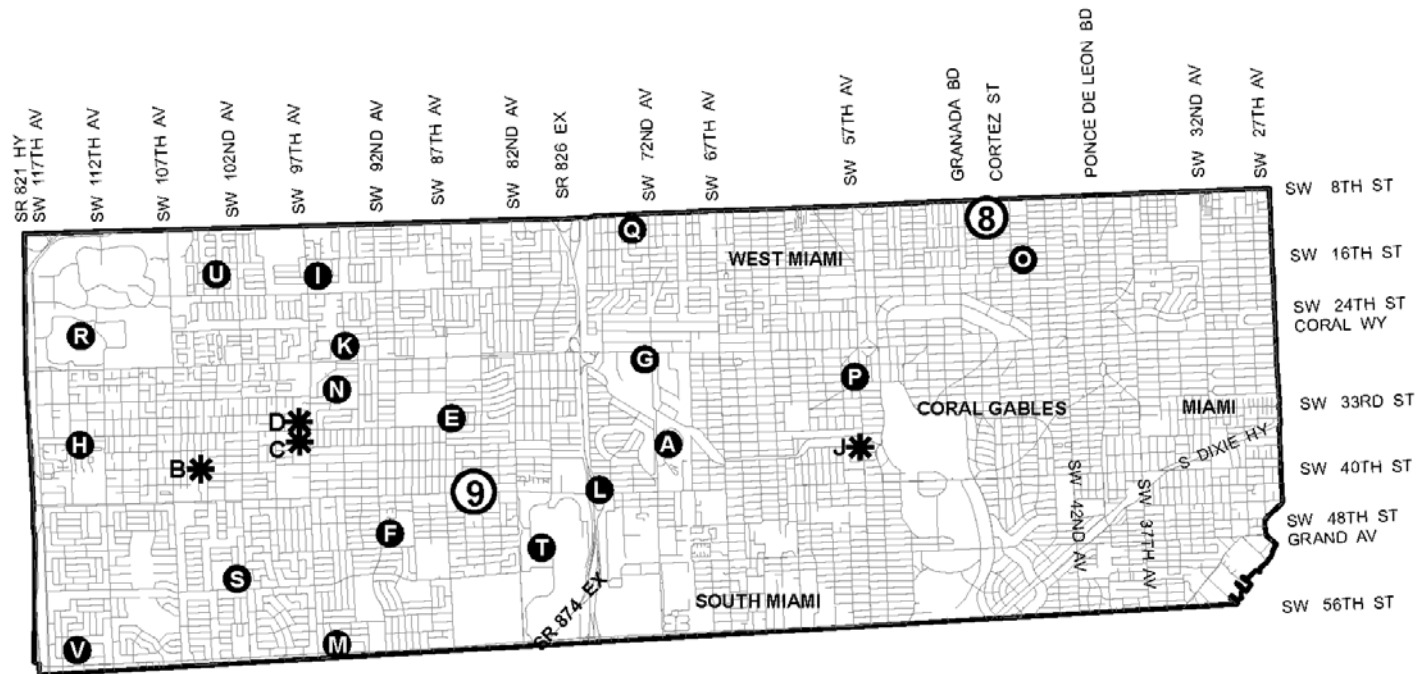
County-owned park and recreation facilities serving Study Area D are shown on Figure D-18 and are listed in Table D-15, which describes the name and acreage for each park site.

Table D-15
County Park and Recreation Open Space Facilities: Study Area D (MSA 5.5)

Park Identifier	Name of Park	Park Classification	Acreage
A	A.D. "Doug" Barnes Park	SA	60
B	Area 258	G	4
C	Area 323	G	4
D	Area 324	G	2
E	Banyan Park	N	3
F	Blue Lakes Park	N	6
G	Brothers To The Rescue Memorial Park	SP	6
H	Concord Park	N	10
I	Coral Estates Park	C	5
J	Coral Gables Wayside Park	SA	1
K	Francisco Human Rights Park	MP	4
L	Humble Mini Park	MP	1
M	Miller Drive Park	C	4
N	Rockway Park	C	3
O	San Jacinto Park	MP	1
P	Schenley Park	N	2
Q	Sunset Heights Park	MP	0
R	Tamiami Park	D	242
S	Tropical Estates Park	C	9
T	Tropical Park	D	275
U	Westbrook Park	N	2
V	Westwood Park	C	6

Source: Miami-Dade Park and Recreation Department, 2005.

Figure D-18
COUNTY PARKS: APPLICATION NOS. 8 & 9



- ⑧ APPLICATION AREA
- STUDY AREA
- LOCAL PARKS
- * AREAWIDE PARKS

0 1 2
Miles
SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005

Application Impacts

Applications No. 8 and No. 9 are located in Park Benefit District 2 (PBD 2), which has a surplus capacity of 584.83 acres when measured by the County concurrency level-of-services standard. The impact of Application No. 8 will increase the potential population in PBD 2 by 51. Approval of this application would decrease the available reserve capacity by 0.14 acres to 584.69 acres. The impact of Application No.9 will increase the potential population in PBD 2 by 51. Approval of this application would decrease the available reserve capacity by 0.14 acres to 584.69 acres.

Public Schools

Table D-16 lists the mainstream public schools in the mapped portion of Study Area D, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure D-19. As can be seen, elementary schools in Study Area D had an October 2004 enrollment of 11,350 a FISH Design Capacity of 11,605 and a FISH percent of 102%. Middle schools had an October 2004 enrollment of 4,545 a FISH Design Capacity of 4,023 and a FISH percent of 113%. Finally, senior high schools in the Study Area had an October 2004 enrollment of 13,979, a FISH Design Capacity of 9,434, and a FISH percent of 148%. The total October 2004 enrollment is 29,874, a FISH Design Capacity of 25,062 and a FISH percent of 119% for Study Area D. It is important to note that some students generated by residential development in this study area may attend a public school located outside this study area.

Application No. 8, if approved, will increase the potential student population in Study Area D by 9 students. Approximately 4 of these students will attend Coral Gables Elementary, operating at 140% FISH design capacity; Sunset Elementary, operating at 114% FISH design capacity; or G.W. Carver Elementary, operating at 121% FISH design capacity. Approximately 2 of these students will attend Ponce de Leon Middle, operating at 116% FISH design capacity, and approximately 3 of these students will attend Coral Gables Senior High, operating at 165% FISH design capacity.

Application No. 9, if approved, will increase the potential student population in Study Area D by 3 students. Approximately 1 of these students will attend Emerson Elementary, operating at 78% FISH design capacity. Approximately 1 of these students will attend Rockway Middle, operating at 101% FISH design capacity, and approximately 1 of these students will attend Southwest Miami Senior High, operating at 144% FISH design capacity.

Table D-16
2004 Public School FISH Rates:
Study Area D

School Identifier (Figure D-19)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
ELEMENTARY SCHOOLS				
A	Banyan	396	538	74
B	Blue Lakes	540	796	68
C	Coconut Grove	328	327	100
D	Coral Gables	743	529	140
E	Coral Park	911	662	138
F	Coral Terrace	568	538	106
G	Cypress	476	556	86
H	David Fairchild	575	483	119
I	Dr. Carlos J Finlay	639	676	95
J	Emerson	462	594	78
K	Everglades	1,324	1,101	120
L	Flagami	491	614	80
M	Frances S. Tucker	437	591	74
N	G.W. Carver	584	482	121
O	Olympia Heights	596	638	93
P	Rockway	558	553	101
Q	Royal Palm	588	585	101
R	Sylvania	614	510	120
S	Tropical	520	832	63
TOTAL ELEMENTARY		11,350	11,605	102
MIDDLE SCHOOLS				
T	G.W. Carver	1004	869	116
U	Riviera	789	1,089	72
V	Rockway	1,414	890	159
W	West Miami	1,338	1,175	118
TOTAL MIDDLE		4,545	4,023	113
SENIOR HIGH SCHOOLS				
X	Coral Gables	3,610	2,187	165
Y	Miami Coral Park	4,211	3,001	140
Z	South Miami	2,858	1,956	146
AA	Southwest Miami	3,300	2,290	144
TOTAL SENIOR HIGH		13,979	9,434	148
STUDY AREA TOTAL		29,874	25,062	119

Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004

Figure D-19
PUBLIC SCHOOLS: APPLICATION NOS. 8 & 9

